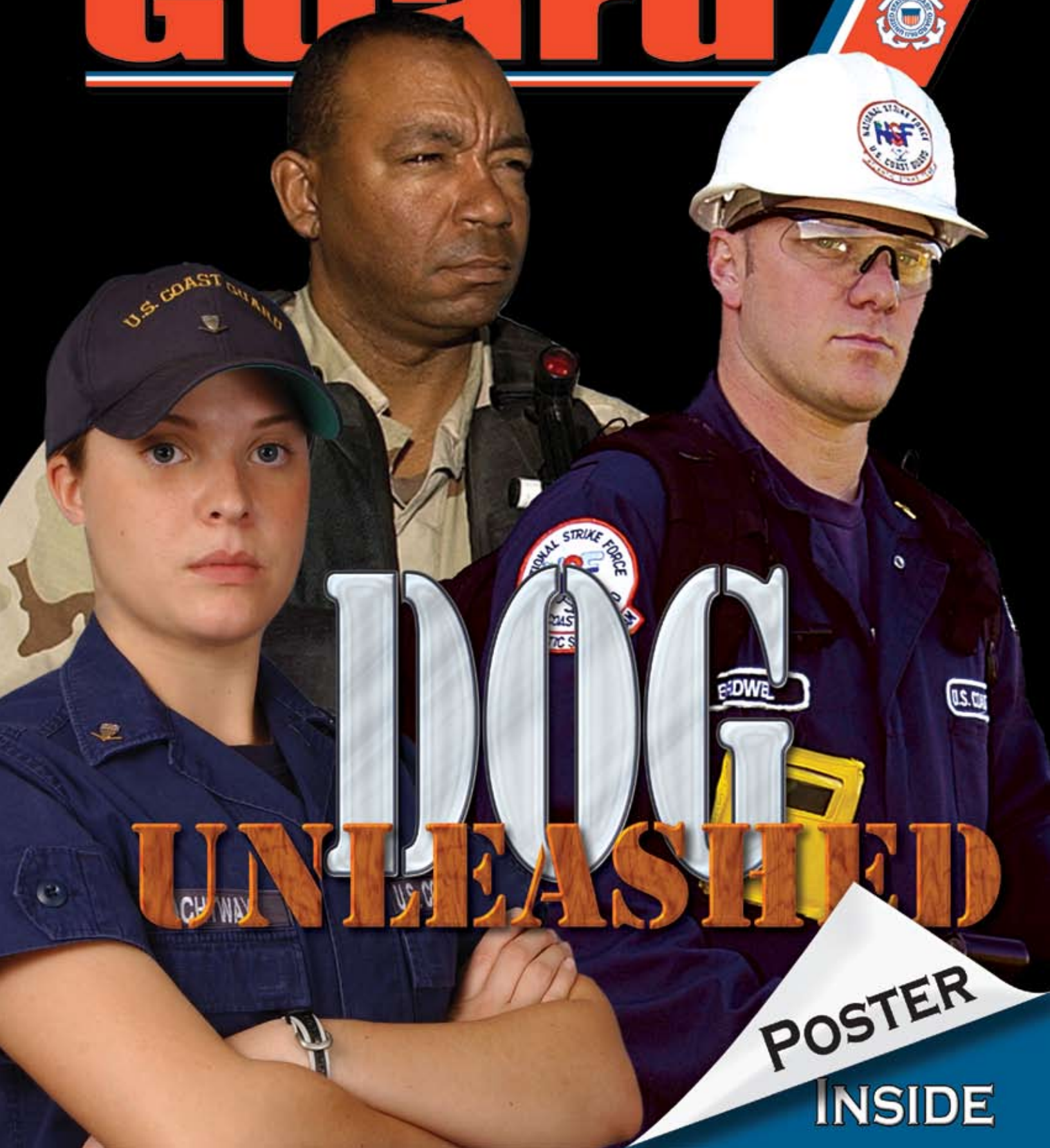


Coast Guard

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DOC UNLEASHED

POSTER
INSIDE

Out of the history books

Ensign Duke Plays a Hunch

Rumrunners Beware



It was the third of July 1927, and Ensign Charles L. Duke was following his instincts. More precisely: there was a shadowy steamer running in the darkness of New York's Upper Bay passing behind a well-lit liner in quarantine and proceeding rather uncertainly up the Narrows. Duke, a two-year veteran in the Coast Guard, was suspicious. It was the night before a holiday and a prime time to lay in fresh "off the boat" party gin.

The ensign, with two crewmen and five bullets in his service revolver, gave chase. At over 20 knots, in CG-2327, a 38-foot picket boat, they soon closed and identified the suspect as the Economy, a run-down rust bucket of European registry. This was a profile that further fueled Duke's inclinations that they were up to no good.

Fighting a heavy chop and drenching spray, Duke drew alongside and hailed them to heave to. The only reply was a refusal with no sign of slackening pace. Not to be easily deterred, Duke fired two rounds for emphasis, then maneuvered to close with the vessel despite maintaining a speed that put his stern into heavy sea and quickly soaked his little crew.

Knowing the precarious situation of his vessel and the imminent danger of being swamped or colliding with the fleeing freighter, Duke gambled. He had his helmsman bring the pitching, wallowing picket boat within arm's length of the quarry, reached out, grabbed the rail and pulled himself aboard. He carried his revolver, now with three bullets, and a flash-light.

Feeling his way forward on the darkened freighter, Duke encountered a burly sailor blocking his path. The butt end of his pistol displaced this obstacle and he continued to the wheelhouse where he found six men, including the vessel's master.

These odds, given the ensign's obvious audacity, meant only that the element of surprise was on his side. This was sufficient.

Pushing his revolver into the side of the master, Duke demanded the vessel be stopped, then brought to anchor at Bedloe's Island where Prohibition agents could board, inspect and, incidentally, give Duke badly needed back-up. When the skipper proved reluctant, despite the proddings of Duke's gunpoint, the ensign again took matters in hand by spinning the untended ship's wheel and grounding it in 10 feet of water on Robbins Reef. Though the odds were unfavorable, he had both "captured" the ship and prevented it reaching the Jersey shore where the crew might escape.

Of course, the ensign was still aboard an alien vessel with an unknown number of presumably hostile miscreants. Duke quickly hailed his two crewmen on CG-2327 and sent them to Bedloe's Island for assistance. By the time help was sent, it was after 12:30 a.m. The boarding had taken place somewhere after 9 p.m. and Duke was still alone on the Economy. In fact, it was 2 a.m. when the cutter Calumet approached. The cutter could not close because of the shallow water. CG-122 then grounded in the mud and CG-143 nearly met the same fate. It was 6 a.m. when friendly faces relieved Duke aboard the seized vessel.

Duke's hunch had paid off. Investigation revealed 3,000 drums of alcohol, each with fifty gallons, valued "on the street" at \$50,000. The vessel, in actuality, was the 793-ton Greypoint from Antwerp and Halifax. Its name had been changed en route.

In all, Duke had captured 22 men and led "perhaps the most heroic" exploit in the rum war. Duke explained with these words, "I had a hunch that the rumrunner might try to slip by over the holiday weekend. This steamer had the rumrunner look. You'd think they would be wise and paint their boats, but they pick out the worst old tubs for their rum ships. I can tell one almost every time."

Story and photo courtesery of CG Historian, CG-09224

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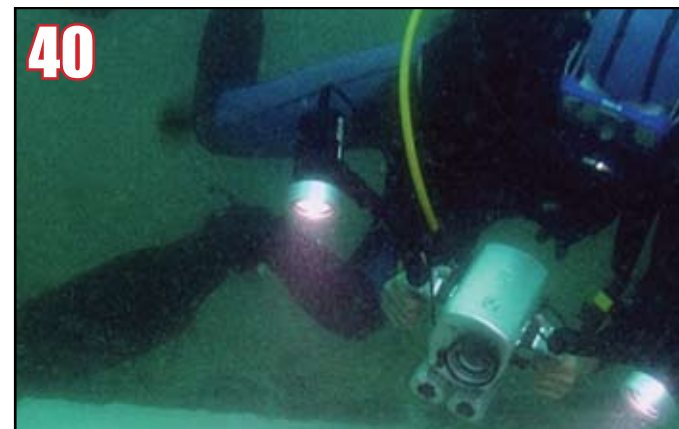
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On The Cover Coast Guard members represent some of the multi-role elements of the new Deployable Operations Group.

Illustration by CG Magazine Staff



Homeland Security

HELPING HANDS

A crew from Coast Guard Station Yankeetown rescued four people from an overturned vessel more than six miles southwest of the County Road 40 boat ramp, in Yankeetown, Fla., May 28.

Photo by BM2 Fritz Miller, Sector Key West



POPPING SMOKE BM1 Aaron Udland gives training on the mark 124 day/night flare at Station Juneau, Alaska, June 14. The thick orange smoke can be seen from the air and should be used when the person in the water can see or hear a passing aircraft or vessel.

Photo by PA3 Eric Chandler, 17th Dist.





◀ Pediatric Care

AET2 Glenn Hosford and AST1 Al Auricchio, of Air Station Cape Cod, Mass., rush an incubator to an awaiting helicopter at the Floating Hospital for Children at Tufts New England Medical Center Boston, April 16. Despite storm conditions, the aircrew flew a neo-natal medical team to Martha's Vineyard Hospital where a newborn was in need of advanced neo-natal care.

Photo by PA2 Luke Pinneo, 1st Dist.

▶ Beer Goggles

A participant attempts to walk while wearing the boating under the influence goggles as SN Alexander Fey of Station Tawas, Mich., observed at the station's safety fair, June 9.

Photo by PA3 Bill Colclough, 9th Dist.



▲ **Escort Duty** CGC Mustang escorts the USNS Henry J. Kaiser into Seward, Alaska, May 9. The Mustang escorted the Kaiser as part of standard procedures for naval vessel visits to Alaska. The cutter is a 110-foot Island Class patrol vessel homeported in Seward.

Photo courtesy of CGC Mustang



◀ **Whale of a Time** A Coast Guard 25-foot response boat, from Station Vallejo, Calif., assists marine biologists working to direct two wayward whales in a turning basin west of Sacramento, Calif., May 18.

Photo by PA3 Tara Molle, 13th Dist.

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UNLEASHED

The Coast Guard's Deployable Operations Group marks the next step in national readiness

STORY BY PA2 MIKE LUTZ, CG MAGAZINE



The Coast Guard answers the call for a centralized command response group through the implementation of the

DOG DEPLOYABLE OPERATIONS GROUP

The Coast Guard has developed a new command to fight terrorism and respond to natural disasters. This elite force of maritime first responders was established during a ceremony held in Washington, D.C., on July 20.

The Deployable Operations Group takes the Coast Guard's six deployable special force units and puts them under one roof for the first time. By combining these forces into one command, their operating procedures and effectiveness is more streamlined and interchangeable.

"The DOG will improve the Coast Guard's response to national emergencies by providing equipped and trained adaptive force packages for any type of national emergency or threat," said Rear Adm. Thomas Atkin, commander of the DOG. "By tailoring the response, personnel and equipment, they will be used more strategically and preserve assets for future use."

The DOG's mission is to provide organized, equipped and trained Deployable Specialized Forces to Coast Guard, DHS and interagency operational tactical commands. These forces will deploy in support of national requirements as adaptive force packages, across the U.S. and other high interest areas.

"The DOG will provide a 'one-stop shop' for adaptive force packages needed to meet a variety of threats and emergencies," said Atkin. "The DSFs will deploy in support of national requirements as tailored, integrated force packages."

The DOG will respond to hurricanes and other major natural disasters, terrorist attacks or threats on the high seas and in ports, counter-narcotics operations and migrant interdiction operations and will work with interagency partners.



Photo by PA1 Adam Eggers, PADET Houston

▲ **PACK RATS** Boarding team members from Maritime Safety and Security Team 91104, Galveston, Texas, pack away the 60-foot long rope they used to vertically insert onto the CGC Harry Claiborne during a vertical insertion and full capabilities exercise March 1.



Photo by PA3 Mike Lutz, PADET New York

▲ **WATER-COLORS** The image of MSTC Britton Henderson, Atlantic Strike Team, is reflected in an oil spill on the Delaware River, Nov. 28, 2004. For more than 30 years, members of the Coast Guard's National Strike Force have deployed around the world responding to incidents such as major oil and chemical spills and radiological and hazardous materials releases.

▼ **DROPPING IN FOR A VISIT** An HH-60 hovers above the CGC George Cobb as members of the Maritime Safety and Security Team 91103, San Pedro, Calif., vertical insertion team perform a tactical exercise outside the Harbor of Los Angeles in 2005.



Photo by PA3 Perence Danner, PADDET Los Angeles



Photo by PA1 Adam Eggers, PADDET Houston

▲ **LISTEN UP** GMC Troy Shull, of Maritime Safety and Security Team 91104, Galveston, Texas, discusses strategy with his team as they conduct a sweep of a pier for explosive devices during a training exercise.



PA1 Adam Eggers, PADDET Houston

▲ **ON POINT** Boarding team members from Maritime Safety and Security Team 91104, Galveston, Texas, conduct a security patrol along the decks of the CGC Harry Claiborne during a capabilities exercise, March 1.

► **PSU PURSUIT** Crewmembers from Port Security Unit Detachment Delta conduct a high-speed patrol aboard a 25-foot Transportable Port Security Boat as a part of a routine force protection mission. PSUDD was supporting Joint Task Force-Guantanamo Bay and Operation Enduring Freedom.

“As a sole force manager, we will be able to organize equipment and train these forces in our core mission requirements as well as ensure they are properly cross-trained in the special mission tactics, techniques and procedures utilized by the various DSFs,” said MKCM Darrick Dewitt, DOG command master chief.

The DOG will deliver whatever asset is required to complete the mission instead of having to call multiple units for different resources.

“No longer will the response to a particular event or crisis involve just merely calling up a particular unit, like an MSST,” said Atkin. “Rather, the request for a capability will come in and the DOG will take assets and aspects of any DSF and put them together in a team to better match the capability request.”

There are 34 units from around the country inside the six DSF’s that make up the DOG.

There are 12 Maritime Safety and Security Teams around the country from Miami, Fla., to Anchorage, Alaska. “MSSTs are a domestic security antiterrorism force,” said Dewitt. “They protect ports as well as high value assets within those ports. They also conduct waterfront security for high profile events.”

The Maritime Security Response Team is a counterterrorism unit that is trained to conduct advanced interdiction operations in hostile environments and is located in Chesapeake, Va.

“Port Security Units are expeditionary forces,” said Dewitt. “They’re responsibility is to maintain and establish security in overseas ports during U.S. military operations and to protect the U.S. assets

within those ports.” There are eight PSUs.

There are two Tactical Law Enforcement Teams; one in Alameda, Ca., and the other in Miami, Fla.

TACLET’s deploy aboard Navy vessels to enforce U.S. and international laws.

The National Strike Force has three teams trained as warfare agent response units and is responsible for the removal of hazardous materials.

“The personnel that make up the Naval Coastal Warfare’s five squadrons and two groups are responsible for the command and control, communication, computer and intelligence support,” said Dewitt. “They are also the primary communication link between theater command and NCW units when they are deployed.”

The idea of the DOG first came about after the terrorist attacks on Sept. 11th. The Coast Guard deployed numerous units to New York Harbor to help evacuate people who were stranded and to secure the harbor. The different units were trained in multi-mission operations but were not connected to each other very well.

“It occurred to me at that time as the Atlantic Area commander if we could somehow put all those assets together that deploy, train and equip them, with a standard doctrine they would be more effective in a similar event,” said Adm. Thad Allen, commandant of the Coast Guard.

The DOG is a result of what the Coast Guard has learned from the past. It is the newest weapon to counter the threats against the United States. By combining the DSFs and working with other agencies, the DOG will be better trained, communicate better and be able to respond to any situation faster.



Photo by JCSN David Coleman, USN



UNDETERRED

MSRT: Making the world safer, one high-speed tactical vertical insertion assault at a time.

STORY BY PAI LARRY CHAMBERS, 5TH DIST.

Out past the cow pastures of Chesapeake, Va., one of the Homeland Security Department's newest weapons is being honed. Operating under a thick veil of security, the 200-person Maritime Security Response Team is stationed far from prying eyes, but is poised to strike at any seaborne threat to the United States.

The MSRT has existed in various incarnations since 2003, but was formally established in May 2006 with the mission statement "to be a first responder to potential terrorist situations; deny terrorist acts; perform non-compliant security actions; perform tactical facility entry and enforcement; participate in port level counterterrorism exercises and educate other forces on Coast Guard counterterrorism procedures."

"We are providing a service to the public that is very much needed," said Cmdr. Gerard Williams, executive officer. "It is critical to continue and grow this mission."

The unit contains many aspects of the Maritime Safety and Security Teams, such as boarding operations and high-speed tactics, but brings a more robust set of resources to the national security table.

With a broad range of capabilities, ranging from airborne tactical law enforcement to bomb detection, they can package elements to meet the requirements of a mission. Policies and doctrines for the unit have been developed along the way, said Lt. Thomas Garcia, planning officer. "We were brand new, with brand new capabilities," he said.

Elements of the MSRT train in advanced

► **CONGO LINE** Members of the Maritime Security Response Team check the deck of a vessel for suspicious activity. MSRT became part of the Deployable Operations Group in a ceremony held in Washington, D.C., July 20.





close-quarters combat tactics. These Direct Action Teams are trained to vertically insert from a helicopter to a ship's deck and neutralize enemy personnel. A team can roll in with advanced mission planning, weapons skills, breaching capabilities and aerial gunner support.

There is also a waterside security branch trained in advanced vessel tactics and delivery of DATs. Amid all the high-speed maneuvering and training, a close bond grows among the members of the MSRT. "It's a very close-knit unit," said Garcia. "We're training together all the time."

Additionally, the MSRT has the ability to counter terrorists who may plan to use the maritime transportation system as a means to move weapons or even to act as a weapon against other vessels or port infrastructure by deploying its chemical, biological, radiological, nuclear and explosives detection team. This team can detect and identify many of the

kinds of material a ship might be carrying, said Garcia. The CBRNE will then determine if another agency is needed for more advanced technical support. Two canine handling teams provide another explosive detection element to the MSRT and are also capable of stowaway detection.

Williams had this advice for anyone considering signing on to the MSRT. "Be mentally and physically fit. Be a true professional. This is not something to take lightly, this is not something you can go home and talk to your friends about. If you want to join the MSRT, move forward, but do it in a mature manner."

"I enjoy my job and enjoy the challenge," said Garcia. "The rewards are well worth it."

► **GOT A LIGHT?** A Maritime Security Response Team member cuts through a watertight door on a vessel. The MSRT, based out of Chesapeake, Va., is one of the six deployable special force units that was placed under the centralized command of the Deployable Operations Group.



◀ **BEST ENTRANCE** Members of the Maritime Security Response Team practice their vertical insertion operations in a field. They use the vertical insert technique to quickly get to suspicious vessels.

▲ **FOLLOW THE LEADER** The Maritime Security Response Team investigates the deck of a vessel for anything out of the ordinary. The MSRT is trained to stop terrorists from using ships to transport weapons.



▼ **SHOOTS AND LADDERS** Members of the Maritime Security Response Team practice boarding a vessel from the ground before testing their skills on the water. The Direct Action Teams are responsible for stopping terrorists from using vessels as weapons against other vessels and port infrastructure.



UNEQUALED

The Coast Guard's National Strike Force responds any time, any where, for any hazard

Always There

Sept. 11, 2001

The World Trade Center towers in New York City collapse. Air quality and other health hazards become a concern at Ground Zero. NSF team members join the Coast Guard response and assist with critical needs for air monitoring, site safety and decontamination.

Feb. 1, 2003

The Space Shuttle Columbia suffers a catastrophic failure during re-entry into Earth's atmosphere, scattering debris throughout parts of Texas, Louisiana and Arkansas. The NSF assists the U.S. Environmental Protection Agency with debris recovery, command and control, site safety and small boat support.

Feb. 3, 2004

Ricin, a lethal toxin, is discovered in the Dirksen Senate Office Building in Washington, D.C. The NSF supports Federal On-Scene Coordinators and other agencies with site entry, decontamination and Incident Command System roles.

Aug. 29, 2005

8 million gallons of oil spill and other real and potential environmental threats loom throughout the Gulf Coast following Hurricane Katrina. NSF teams conduct salvage assessments, oil spill contractor oversight, HAZMAT assessment and removal and fill critical ICS roles.

STORY BY PA1 CHAD SAYLOR, PIAT

For more than 30 years, members of the Coast Guard's National Strike Force have deployed around the world, responding to incidents such as major oil and chemical spills, radiological and hazardous materials releases and incident command and response management support.

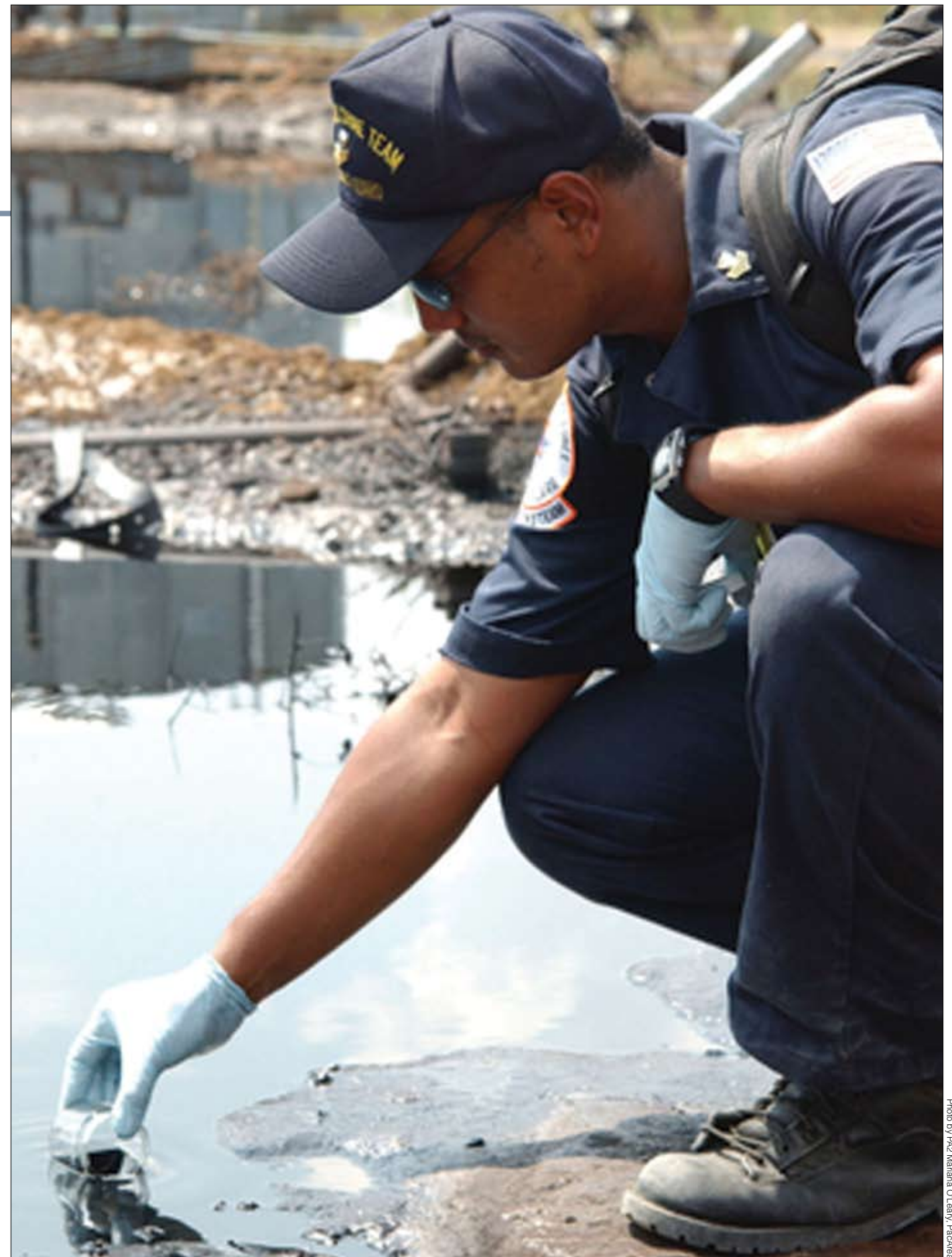
Just as the Coast Guard is chiseled from many unique and service-based components, the NSF is also a union that brought together crisis response experts into one cohesive command. The Federal Water Pollution Control Act of 1972, the Clean Water Act of 1977 and, more significantly, the Oil Pollution Act of 1990 forged the current NSF.

Presently, more than 200 active duty, Reserve, civilian and Auxiliary members provide crucial and highly-sought services and resources to Federal On-Scene Coordinators. Team members are found at the Atlantic Strike Team in Fort Dix, N.J., the Gulf Strike Team in Mobile, Ala., the Pacific Strike Team in Novato, Calif., and the NSF Coordination Center in Elizabeth City, N.C.

While many responders don life jackets or flight suits, members of the NSF can usually be found wearing coveralls and are prepared and equipped for

Continued on page 22

► **CRUDE COLLECTION** BM1 Quoen Harris of the Atlantic Strike Team based in Fort Dix, N.J., takes a sample at the Sundown East oil spill site in Potash, La., Sept. 16, 2005. More than 120 Coast Guard members from all reaches of the Atlantic and Pacific Areas assisted in the Hurricane Katrina clean up efforts of a reported 8 million gallons of product.





“HOT ZONE” ENSEMBLES

Coast Guard members throughout the service use safety equipment and wear specialized personal protective equipment (PPE) to keep them safe from the hazards of their jobs. The hazards facing National Strike Force members are typically toxic substances and atmospheres. The Occupational Safety and Health Administration provides regulations for personal protection, especially the eyes, skin and respiratory system, which is categorized in four levels of protection: A through D. MSTC Rob Birdwell, chief of the Atlantic Strike Team’s Chem Shop, models some typical PPE and equipment strike team members may use to identify hazards and stay safe when they enter the “hot zone.”

Photo Illustration by CWO3 Brandon Brewer, PIAT

Continued from page 18

long deployments. For example, personnel are still responding to Hurricanes Katrina and Rita — almost two years into the cleanup effort — assisting with salvage and debris removal.

Much of the NSF's caseload is not as exciting as reports of helicopter rescue missions or high-seas drug busts. While it's true that many members deploy to major oil spills and other well-known environmental disasters, most of the time, you'll find NSF personnel doing not-so-glamorous jobs such as supervising the unearthing of hundreds of chemical drums in New Jersey or providing cost documentation assistance for lead contaminated soil removal work in Weogufka, Alabama.

"I've met a lot of Coasties who don't know what the Strike Force does," said MST2 Josh Decker, GST. "We do so much, and our horizons are so broad that it never gets boring, it's always something different."

"We're unique in the Coast Guard," said MK2 Dustin Wilson, a three-year member of the AST.

Wilson says the NSF is different from typical Coast Guard units because of the wide range of expertise and the vast area of responsibility team members oversee.

"Unlike a sector where the AOR may be 300 or 400 square miles, we (the AST) have one-third of the country as well as deployments abroad," said Wilson.

The NSF is not just unique, it's special — literally.

The National Oil and Hazardous Substances Pollution Contingency Plan, usually referred to as the NCP, specifically names NSF units as "special teams" that are available to assist on-scene coordinators in their preparedness and response duties. NSF responsibilities feed into the broader National Response System, which is a network of people, plans and resources used to manage environmental threats.

The EPA and Coast Guard are chairs of the National Response Team, which is coordinated by 16 federal agencies responsible for coordinating emergency preparedness and response to oil and hazardous substance pollution incidents. The EPA, in particular, often calls on NSF expertise.

"The Coast Guard's National Strike Force is critical to our daily operations," said Eric Mosher, Chief of the Response and Prevention Branch for EPA Region 2 in New York.

Mosher, a Coast Guard veteran, says he has EPA teams that have the same training as Strike Team members, but he relies on the special expertise NSF

► **THE LONG HAUL** The Hazardous Materials Response Trailer is equipped to support responders donning levels A, B and C Personal Protective Equipment, and can support a team for up to five days. Equipment onboard includes a 5,000-psi compressor, satellite communications system and a 40-kilowatt generator.

▼ **GROUND ZERO GUARDIANS** The National Strike Force monitored air quality and coordinated equipment and personnel wash-downs amid the rubble of the Sept. 11, 2001, World Trade Center attack.



Photo by PAC Mark Mackowiak, PIAT



USCG Photo



USCG Photo



USCG Photo

▲ **CAPITOL CITY CLEANUP**

Members from the National Strike Force inspect the basement of the Dirksen Senate Office Building in Washington, D.C., Feb. 3, 2004, following the discovery of the toxin ricin in the building's mail room.

◀ **NO SEA IN SIGHT**

BM1 Chris Snyder, of the Pacific Strike Team, monitors the Anaconda Copper Mine site in Yerington, Nev., for radiation in September 2006. More than 200 active duty, Reserve, civilian and Auxiliary members fill the National Strike Team's response efforts to manage any number of environmental threats, from oil and chemical spills to radiological and hazardous materials releases.

responders bring when the states are overwhelmed or don't have the NSF's technical abilities.

"With the NSF, you know you're going to get a quality person to do the job," said Mosher. "They're committed to their mission. If they're not responding, they're training — that's a very rare entity at the federal level."

Team members are expected to deploy to an expansive array of incidents at home and abroad. To meet those demands, personnel are constantly training. "It's (training) an intensive process," said Decker. "Your first year is mostly training at the unit and at schools around the country."


Wilson said that it could take up to three years just to reach the level of Response Supervisor. Wilson, who

in addition to his qualification as an ICS and Vessel of Opportunity Skimming System instructor, can also list another credential to his ever-growing resume: commercial truck driver. That skill is essential given the fact the team members have to tow a considerable amount of gear. The three Strike Teams are self-sufficient units that can have members on the road within an hour of notification. Members are typically deployed at least 140 days per year, according to one team's data. To maintain that rapid deployable status, the teams palletize equipment and transport it with fully self-contained mobile incident command posts, hazardous material response trailers, boats, high-tech communications equipment, personal protective

equipment and photographic gear, all of which can travel by Coast Guard C-130 planes.

Decker said the teams can have cases that last for months and even years, so they need to have the capability to respond to long-term incidents.

The NSFCC, established in 1991, provides oversight and strategic direction to the teams and maintains the extensive national Response Resources Inventory (RRI) logistics network, which provides details on oil spill response equipment and other resources located around the world. Additionally, the Coordination Center is responsible for implementing the Coast Guard's Oil Spill Removal Organization (OSRO) classification program, which provides owners of vessels and facilities that handle oil in U.S. waters an assessment of the capabilities of private industry spill response organizations.

As the NSF integrates into the DOG, the skills, experience and expertise of these leaders in response will allow the Coast Guard, the Department of Homeland Security and their agency partners to continue being invaluable around the globe. 

UNRELENTING

MSST Kingsbay is one of a dozen MSSTs specializing in waterborne and shoreside antiterrorism force protection

**STORY BY PA1 DONNIE BRZUSKA,
PADET MAYPORT**

A sleepy little town in Southern Georgia may not seem like the ground level for one of the biggest organizational changes in the Coast Guard, but St. Mary's is home to Maritime Safety and Security Team, 91108 Kingsbay — one of the many units reallocated under the authority of the Coast Guard Deployable Operations Group.

This means Lt. Cmdr. Paul Murphy, the commanding officer of MSST Kingsbay, and his crew of about 100 men and women have transferred to the DOG, and like the other deployable units, MSST Kingsbay retained its operational requirements and location.

MSSTs are one of the Coast Guard's newest deployable units specializing in waterborne and shore-side antiterrorism force protection for strategic, high-interest vessels and critical infrastructure. The quick response force of the MSST was created under the Maritime Transportation Security Act of 2002.

Established in 2003, the crew of MSST Kingsbay is no stranger to change in the post-9/11 Coast Guard. They were still in training to become a newly established unit when the Coast Guard transitioned to the Department of Homeland Security in March 2003.

The first MSST was established almost one year after the terror attacks in New York and Washington. Since then, 12 maritime safety and security teams have been created at various strategic points throughout the United States.

For Murphy, the transition is simply a new chapter

▼ **2FER** Boarding team members from Coast Guard Maritime Safety and Security Team 91104, Galveston, Texas, are hoisted into an HH-60 Jayhawk helicopter after conducting a vertical insertion exercise March 1.



Photo by PA1 Adam Eggers, PADET Houston

▼ **POINT AND CLICK** GM1 John Callison, a member of Coast Guard Safety and Security Team 91104, Galveston, Texas, prepares to engage role players simulating a security breach on a secured pier during a training exercise earlier this year.



Photo by PA1 Adam Eggers, PADET Houston

▼ **MAKING WAVES** Crewmembers from Maritime Safety and Security Team 91110, Boston, patrol Boston Harbor, Feb. 24, 2004. Personnel in the 12 MSSTs nationwide are trained to respond to a large variety of maritime security threats.



Photo by PA3 Andrew Shinn, 1st Dist.

in the ever-evolving world of his still adolescent homeland security unit.

"We're excited about the change," said Murphy. "I think people are starting to realize that this is becoming a more solid career path, and the members of my crew can see themselves staying at tactical units for a couple of tours now because of the promise the DOG offers."

Murphy's unit has participated in numerous security operations within their designated area of responsibility, which aligned with their previous parent command, Coast Guard Atlantic Area in Portsmouth, Va. Most notably, the crew of MSST Kingsbay responded to the recovery efforts during Hurricane Katrina.

Special operational capabilities are abundant in the new MSSTs. MSST Kingsbay has personnel qualified for just about every maritime security threat known.

Kingsbay is home to canine detection teams, radiation detectors, qualified divers, law enforcement teams that can vertically insert onto a ship from a helicopter, entangling systems for fleeing or threatening vessels and less-than-lethal weapons, just to name a small portion of the crew's abilities. These specialized abilities are essentially standard at all MSSTs.

"We can offer a unique quick response force consisting of the whole team or certain elements within team," said Murphy. "We are capable of rapid, nationwide deployment via air, security mission requirements or natural disasters."

With so much change in the Coast Guard in recent years, the people of the units that will be most affected are optimistic.


"I believe, and my crew believes, that we will better be able to respond to a threat or incident under the same template of operations with other deployable units that the DOG offers," said Murphy. "The DOG makes me hopeful on standardizing not just MSST Kingsbay's response to an incident, but the Coast Guard's response to an incident." 



Photo by PA3 Robert Nash, PADET Mayport



Photo by PA3 Dave Hardesty, 11th Dist.

▲ **RIDE ALONG** CWO Mike Spute, of Marine Safety and Security Team 91108, Saint Mary's, Ga., conducts dive operations in support of security operations during the G-8 Summit on Sea Island, Ga., June 4, 2004. Dive teams are just one of many elements that help MSSTs perform their vital waterborne and shore-side antiterrorism missions.

◀ **ROVING ROVER** BM2 Fredrick Leland and his bomb sniffing dog, Asia, conduct a search along a pier in Los Angeles in preparation for the arrival of a high-value Navy asset. Canine detection teams are trained to search for explosives both on land and aboard ships.





THE FIRST YEAR OF THE DOG

[illegible]

The Deployable Operations Group's mission is to provide properly equipped, trained, and organized adaptive force packages to Coast Guard, DHS, DoD, and interagency operational and tactical commanders as directed.

MSRT
CHESAPEAKE, VA

MSST
ANCHORAGE, AK
SEATTLE, WA
SAN PEDRO, CA
SAN FRANCISCO, CA
HONOLULU, HI
SAN DIEGO, CA
NEW ORLEANS, LA
GALVESTON, TX
NEW YORK, NY
ST. MARY'S, GA
BOSTON, MA
MIAMI, FL

PSU
CAPE COD, MA
FORT EUSTIS, VA
ST. PETERSBURG, FL
GULF PORT, MS
PORT CLINTON, OH
SAN PEDRO, CA
SAN FRANCISCO, CA
TACOMA, WA

STRIKE TEAMS
ELIZABETH CITY, NC
FORT DIX, NJ
NOVATO, CA
MOBILE, AL

TACLET
ALAMEDA, CA
MIAMI, FL

NAVAL COASTAL WARFARE
SAN DIEGO, CA
WILLIAMSBURG, VA
IMPERIAL BEACH, CA
NEWPORT, RI
EVERETT, WA
YORKTOWN, VA
JACKSONVILLE, FL

DEPLOYABLE OPERATIONS GROUP



MSRT



MSST



PSU



STRIKE TEAMS



TACLET



NAVAL COASTAL WARFARE



UNWAVERING

Tactical Law Enforcement Teams: “Where the action is.”

STORY BY PA1 ANASTASIA DEVLIN,
PADET SAN DIEGO

“Our PFT is a five mile mountain run; maybe an ocean water swim,” joked Cmdr. Mark Ogle, commander of the Pacific Area Tactical Law Enforcement Team. Official physical fitness test or not, the men and women on his crew enjoy the challenge. “This is what we do for fun,” said team member FS2 Nathan Rowley.

Mountain runs and ocean swims for fun? Time to separate the men from the boys.

Welcome to the world of TACLETs, the Coast Guard’s “away-game, offense team” for counter-drug law enforcement and international training.

The Coast Guard introduced the concept of Tactical Law Enforcement Teams more than 20 years ago. The first four TACLETs were each dispatched to a corner of the country, but they have been whittled down to two deployable units, TACLET South in Miami, and PACTACLET in San Diego. Members of these units will spend more than half their time away from home.

They conduct their primary mission, law enforcement, in the Caribbean Sea and Eastern Pacific Ocean. Their secondary mission, training foreign naval, coast guard and police forces, is conducted overseas. They travel to the Caribbean, Pacific Ocean, Asia, Africa, Central and South America and the Middle East with deployments lasting approximately three months.

TACLETs are composed of nine smaller units called LEDETs, or law enforcement detachments,

▼ **FREEDOM FIGHTERS** Members of Law Enforcement Detachment 106, San Diego, ride in a rigid hull inflatable boat from the USS Firebolt to a cargo dhow in the Arabian Gulf in January 2004 in support of Operation Iraqi Freedom. LEDET 106 is part of the Pacific Area Tactical Law Enforcement Team and, like all LEDETs, are often deployed aboard U.S. Navy ships. They are considered specialists in vessel boardings and shipboard investigations.



Photo by PA1 Matthew Belson, USCGR



which spend most of their deployments aboard larger domestic and foreign naval ships. Each LEDET is composed of eight people who cover a range of capabilities, including emergency medical technicians, linguists, interviewers, aerial gunners (or designated marksmen), vertical insertion specialists, boarding officers and boarding team members. The average complement is a junior officer, a chief and six petty officers.

Their counter-narcotics mission is serious, and the members have a lot of return on their investment. In the past three fiscal years -- 2006, 2005 and 2004--TACLET members have seized 71.6 tons, 61.9 tons, and 74 tons of cocaine, respectively.

With three of their busiest months left to go in fiscal year 2007, seizures by PACTACLET and TACLET South already have amounted to approximately 55 tons — more than half of all drug seizures Coast Guard wide. According to Ogle, TACLETs account for more than 30 percent of all seizures for the federal government.

Yet with all these great numbers, word about their success isn't spreading like wildfire. In fact, modesty runs rampant throughout the TACLETs, and it's hard to get the members of TACLET South and

PACTACLET to take credit for what they've done. Credit is accepted only when they are acknowledged as a team.

"We want our guys to be quiet professionals," said Cmdr. John Daly, commander of TACLET South. "They're well-trained with great capabilities, and have the skills to get the job done safely and effectively under the most extreme operating conditions. Teamwork is a critical element to the success of every LEDET."

While conducting boardings, LEDETs encounter everything from electrified boat rails, to hostile dogs and sulfuric acid. If you can picture what they're up against from those three things, you can bet the drug smugglers have thought of (and employed) worse techniques of keeping LEDETs off their expensive cargo. The cargo is usually transported in go-fast vessels, which are favored by narco-traffickers. These vessels are stateless and are designed and used to smuggle drugs at the highest rate of speed possible. Go-fasts are built to avoid detection because of their low profile, small size and paint scheme.

TACLETs use the LEDETs to accomplish their counter-narcotics mission using a variety of tactics including unannounced nighttime boardings and

▼ **MOVING TARGET** The CGC Tybee serves as a landing platform as HH-60J helicopter pilots and tactical law enforcement team members practice vertical insertion techniques off the San Diego Coast. TACLET members are constantly training for a multitude of extreme boarding conditions. While conducting boardings, crewmembers encounter everything from electrified boat rails to hostile dogs and sulfuric acid.



Photo by PA2 CC Clayton, PACTET San Diego



Photo by PA1 Matthew Belson, USCGR

▲ **ECHO COMPANY** Law Enforcement Detachment 203 was incorporated into the new MSRT based in Chesapeake, Va. BMC John Bannow, left, BM3 Joshua Henesy, center, and MK3 Matt Liptak, right, measure the depth of a storage tank during a dockside inspection of a 250-foot container ship suspected of oil smuggling while members of the Royal Navy and Royal Marines stand guard in March 2004. This was the first combined operation in the Iraqi Port of Umm Qasr involving the U.S. Coast Guard, the British trained Iraqi Riverine Patrol Service, Royal Marines and Royal Navy.

aerial use of force.

Law enforcement, training and travel – these three basic components of TACLETs should be well-liked and well-understood before a Coast Guardsman decides to apply for the job.

"What we're looking for is leaders," said Lt. Jason Finison, a member of TACLET South. "We strive for excellence, and we hold our people to a very high standard. It's a life or death mission."

Therefore, training is tough. Team members can expect to spend a lot of time at the gym. When you need to carry up to 80 pounds of gear, you've got to stay in top shape.

"We push them hard, but if we don't push them hard, they're going to get killed out there," said Ogle.

Members are given two hours to pass a quarterly PFT involving a mile-and-a-half run, a 500-yard swim, sit-ups, push-ups, pull-ups, chin-ups and a flexibility test. Tests vary depending on age and sex. Passing each of these exercises at the minimum levels will get you one point each, a total of six.

Members of the "elite" team have earned 80 points or more.

Coast Guardsmen deployed to TACLETs can expect to gain law enforcement experience and become world travelers. The average third class petty officer at a TACLET has deployed to more than two dozen countries. Not yet 30 years old and only halfway through his second tour in the Coast Guard, he's trained junior and senior military officers in use-of-force techniques, compartment clearing, proper use of ion scan devices and other law enforcement knowledge.

Through PACTACLET, BM2 Sean McNamara has been to 51 countries in three years. Although all this travel has forced him to change his wedding date – twice – he's sad to be leaving a job that lets him see as much of the world as he has.

DC2 Steve Lutz, a member of PACTACLET for the last five years, said he enjoyed the training opportunities afforded him by the job. "I've been to EMT school, linguist school, the SWAT academy,

shooting courses....," he said.

All the training and the deployments increase the drive to do law enforcement. Lutz said the dedication is infectious. "It's just like a virus. It catches on," he said. "If you're not a law dog [when you get here], you will be."

The do-gooder feeling isn't always enough to make up for missed birthdays, anniversaries and graduations. "It's like going to Alaska, you either love it or you hate it," said Lutz.

He understands the hardships of being away from family, but he said that the brotherhood within TACLET makes up for it. "The team is pretty much like your family. They know me better than my twin brother."

"This is what they call in the tactical community 'the major leagues,'" said Finison. "It's a full-time mission going non-stop."

TACLETs continue to step up their deployments, tactics and training to compete with the changing methods of the drug traffickers and the flow of illegal narcotics into the country. The team members maintain their course and hone their skills to give them an extra edge in the counter-narcotics fight.


"If you're serious about doing [law enforcement] and willing to take some risks, then you come to the TACLET," said Ogle. "This is where the action is." 



Photo by JCS Bobby Northridge, USN

▲ **TRAINING DAY** Members of Coast Guard Law Enforcement Detachment 401, Mayport, Fla., assigned aboard the USS Typhoon, instruct Republic of Djibouti military personnel during a law enforcement tactics course at Camp Lemonier, Djibouti, 2006.



Photo by MCS2 Timothy Cox, USN

◀ **HEAVY LOAD** U.S. Navy FCC Wayne Bishop, left, USS Robert G. Bradley, and a Coast Guard member from Tactical Law Enforcement Team South, Miami, unload packages of cocaine Jan. 5, 2007, in Key West, Fla. So far in fiscal year 2007, seizures by Coast Guard TACLETs have reached nearly 55 tons — more than half of all drug seizures Coast Guard wide.



USCG Photo

▲ **PRACTICE MAKES PERFECT** Members from Law Enforcement Detachment 401, Mayport, Fla., practice boarding approaches while deployed aboard the HMS Iron Duke in the Eastern Caribbean in 2007.

► **KUWAITI COACH** MK2 Mike Bailey, of TACLET South, Miami, tends the line aboard the CGC Adak as it pulls into the port at Kuwaiti Naval Base in 2006. Bailey was deployed to the region to train the cutter's crewmembers on boarding techniques.

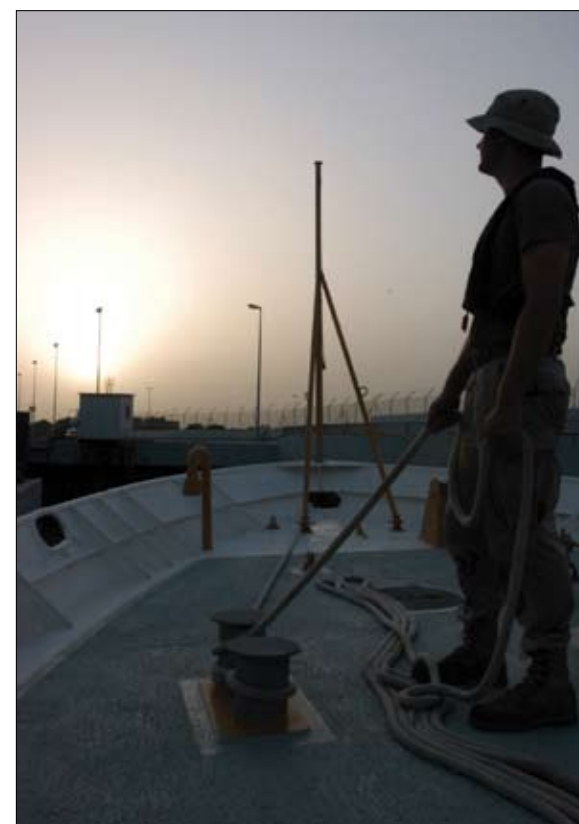


Photo by PA2 Allyson Taylor Feller, PATFORSWA



Photo by PA2 Bobby Nash, PADET Mayport

▲ **COCAINE CARGO** A BM3 with Coast Guard Law Enforcement Detachment 404, Miami, loads kilos of cocaine into boxes marked as evidence for the Justice Department April 4, 2006, in Jacksonville, Fla. LEDET 404 brought back approximately 8.7 metric tons of illegal drugs seized on the open seas.





UNFLINCHING

The Shore Corps: Port Security Units epitomize vigilance in deployments around the globe

STORY BY PA3 BILL COLCLOUGH, 9TH DIST.

Nigh of noon on the edge of the Persian Gulf, a go-fast races under the Arabian sun. Darting into the security zone of a U.S. Navy aircraft carrier, the operator notices a gray small boat flashing blue lights with .50-caliber machine guns locked and loaded. The security zone violator turns out to be only a pleasure-cruising reveler from Kuwait.

In the 1980s, the concept of a Rapid Deployment Force was developed to protect vital overseas ports and military equipment. As a specialized service for the U.S. Navy in wartime, the Coast Guard created an equally special entity known as Port Security Units. The port security program predates to the passage of the Espionage Act of 1917, which gave the Coast Guard responsibility for the security of ports.

A PSU is a deployable unit organized for operations to provide waterside protection to key assets such as pier areas, high value assets and harbor entrances at the termination/origination point of the Sea Lines of Communications. They conduct port security outside the continental United States in support of requesting regional commanders-in-chief.

Prior to 1990, the organization of a PSU was theoretical. The first three were established in Buffalo, N.Y. (PSU 301), Cleveland (PSU 302)

► **DESERT DILIGENCE** A Coast Guard 25-foot transportable port security boat from PSU 311 heads down the Khawr 'Abd Allah as sunset approaches, May 23, 2003.



Photo by PA1 John Gaffney, USCGR



USCG Photo

► **HOMECOMING KING** A Coast Guard member of Port Security Unit 313, Tacoma, Wash., is greeted by his daughters at McChord Air Force Base after a six-month deployment to the Persian Gulf in 2003. Coast Guard PSUs are comprised mostly of reservists and are often deployed overseas to protect strategic ports used by the U.S. Navy and coalition forces.



USCG Photo

◀ **PUTTING THE CLAMP DOWN** Coast Guard Ensign Chad Baker, Port Security Unit 311, Long Beach, Calif., tackles a Marine acting as a hostile intruder at a basic combat training course held at Camp Pendleton, Calif. PSUs conduct training throughout the world including, Korea, Portugal, Honduras, Egypt and Jordan.



Photo by PA1 Torn Sperduto, PATFORSWA

▲ **OIL ON WATER** Since 1990, Port Security Units have been deployed to the Middle East in support of U.S. military operations. PSC Timothy Beard, of PSU 313, Tacoma, Wash., stands guard on the Mina al Bakr oil terminal in the North Arabian Gulf off the coast of Iraq April 7, 2003.

and Milwaukee (PSU 303). The concept evolved out of the Ninth Coast Guard District's Reserve program.

Currently, there are eight PSUs:

- PSU 301: Cape Cod, Mass.
- PSU 305: Fort Eustis, Va.
- PSU 307: St. Petersburg, Fla.
- PSU 308: Gulfport, Miss.
- PSU 309: Cleveland
- PSU 311: Long Beach, Calif.
- PSU 312: San Francisco
- PSU 313: Tacoma, Wash.

Each PSU is staffed by 140 reservists and five active duty personnel. They prepare for contingency operations during weekend drills and normally participate in either an exercise or specialized training during two weeks of active duty. In the past, PSUs have conducted an annual exercise in support of Operation Bright Star. Prior to Operation Iraqi Freedom, PSUs conducted OCONUS training exercises in various locations worldwide, including Korea, Portugal, Honduras, Egypt and Jordan.

Every member receives combat skills training at Camp Lejeune, N.C., in addition to five drills every month.

"PSUs are supposed to do OCONUS training every three years," Bruni said.

PSUs employ six fast and maneuverable Transportable Port Security Boats which consist of 25-foot Boston Whaler Guardians outfitted with two 175-horsepower outboard engines. The units also are equipped with spare material, pick-up trucks and vans as well as boat trailers, tents and Department of Defense-compatible radios. There are a total of 16 Individual Storage Units available with a capacity of 10,000 pounds, which contain the entire inventory of the unit's equipment. Fourteen ISUs are deployed overseas, according to Lt. Michelle Watson, logistics officer, PSU 309.

Furthermore, PSUs are made up of four departments and nine divisions: waterside security, shoreside security, support, medical, administration, communication, weapons, food service and engineering. The weapons division consists of a weapon's officer, a gunner's mate first class and two or three gunner's mates third

▼ **EYES ON THE PRIZE** BM2 Melissa Steinman maneuvers a 25-foot Transportable Security Boat during a high speed security patrol near Ash Shuaiba, Kuwait, in 2004, while MK2 Mike Ransdell keeps a look out for possible threats. Steinman and Ransdell are members of Coast Guard Port Security Unit 307 from St. Petersburg, Fla., and were deployed to the region to help protect the Port of Ash Shuaiba and coalition ships in support of Operation Iraqi Freedom.



Photo by PA1 Matthew Belson, USCGR



class. Members use a variety of light and crew-served weapons.

The security division is tasked with providing protection to vessels in security zones and pier areas, as well as providing security for internal unit needs such as the command center, berthing areas and traffic control/vehicle movement. They operate behind the scenes for the entire PSU and also assist the Joint Rear Area Commander's security forces.

With the exception of polar regions or areas with ice-covered water, a PSU is capable of worldwide deployment in national defense regional contingency environments. They conduct defensive operations to protect high value assets within the protected waters of a harbor. The operating environments are from shore sites or barges. Normally, the PSU will operate in a low threat environment (Level I). They can continue operations if area of responsibility escalates to a medium (Level II) or high threat (Level III) environment if additional security is provided by the regional commander.

Typically, the crew operates independently, but may operate with a U.S. Navy Mobile Inshore Undersea Warfare Unit. Additional naval coastal units include Coast Guard high endurance cutters, U.S. Marine's fleet anti-terrorism security teams and U.S. Army military police. They are also capable of conducting continuous boat operations with three or four boats underway simultaneously.

In August 1990, PSU 302 (now 309) was activated for Operation Desert Shield. When coalition forces began shipping war materials to Saudi Arabia, the protection of ships necessitated the presence of a port security unit. Their primary duty was securing U.S. and allied warships anchored in the port of Manama, Bahrain. PSU 303 (Milwaukee) served in Al-Damman, Saudi Arabia, during the first Gulf War.

PSU 301 (Buffalo) was called-up in 1994 for Operation Uphold Democracy and was sent to Cap-Haitien, Haiti. They secured the port facilities there while exiled President Aristide returned to power. Several overseas exercises followed, such as Operation Linked Seas in Portugal, Operation Foal Eagle in South Korea and Bright Star 2000 in Egypt.

After the attack on the USS Cole in October 2000, PSU 309 headed to the Middle East to provide vital force protection for the Navy assets. In December of the same year, three separate detachments (Bravo, Charlie and Delta) of the unit participated in aspects of Operation Southern Watch, again providing waterside security for and shipboard security forces on a naval vessel in




Photo by MC2 Sandra Palumbo, USN

▲ MEDICAL MARVELS Coast Guard personnel from Port Security Unit 313, Tacoma, Wash., and Mobile Security Squadron Seven work together to prepare a litter for transport while participating in a medical drill during exercise Foal Eagle 2007 at Busan, South Korea, March 27, 2007. The annual joint command post field training exercise demonstrates U.S. resolve to support South Korea against aggressors, while improving U.S. forces combat readiness and interoperability.

Manama, Bahrain.

Before deploying to the port of Ash-Shuaiba, Kuwait, for Operation Enduring Freedom in February 2003, PSU 309 shipped to Sicily, Italy. PSU 309 relieved PSUs 307, 308 and 313 to guard U.S. and allied ships in transit to Iraq and to aid security forces in Turkish ports.

Stateside in 2005, PSUs 308 and 309 mobilized and assisted their fellow Americans along the Gulf coast for Hurricane Katrina. Following the storm, many PSU 308 and PSU 309 personnel reported immediately for duty, while being personally impacted. 



USCG Photo

▲ AT THE READY MK3 Jose Espinoza, from Port Security Unit 311, Long Beach, Calif., keeps a vigilant watch at a basic combat skills training course on Camp Pendleton, Calif. PSU 311 is one of eight PSUs around the country that trains as a rapid deployment force dedicated to protecting vital overseas ports and military equipment.

▼ KEEPING WATCH

Two members of Coast Guard Port Security Unit 307, St. Petersburg, Fla., stand watch at a checkpoint in Ash Shuaiba, Kuwait, March 26, 2004. PSUs use heavily armed high-speed boats and a shoreside security force trained in combat skills and tactics to help protect coalition forces.



Photo by PA1 Matthew Belson, USCGR



Albatross Discovered

Story by PA3 Sondra-Kay Kneen PADET St. Petersburg
PA3 David Schuhlein contributed

A crew of six departed Air Station St. Petersburg, Fla., in 1967 on a SAR case and delivered a dewatering pump to a disabled yacht only to disappear into the fog from which they came, never to be heard from again.

What began as an afternoon of scuba diving with friends turned into a discovery of heroism, honor and bravery. In July 2006, a recreational diver and explorer, Michael Barnette, came across the wreckage of a missing Coast Guard HU-16E Albatross, CGNR-1240, that crashed during a search and rescue mission 40 years ago in the Gulf of Mexico.

Albatross was a 60-foot aircraft with an 80-foot wingspan. The aircraft was able to operate from land or water and with skis, from

snow and ice. The 1240 had a speed of 240 mph at 7,600 feet and could operate in more than 4-foot seas.

On the night of March 5, 1967, the 40-foot yacht Flying Fish became disabled and took on water. The CGNR-1240 was dispatched from Air Station St. Petersburg, in St. Petersburg, Fla., to assist the vessel. Despite a heavy blanket of fog, the Coast Guard crewmembers located the Flying Fish just before 9 p.m.

◀ **BACK IN TIME** A Florida Fish and Wildlife Conservation Commission underwater diver photographs the memorial plaque that was placed at the wreck site of the CG-1240 Albatross that crashed March 5, 1967, with six Coastguardsmen aboard. The plaque was lowered into the water by a crane mounted onboard CGC Joshua Appleby June 19.

The aircraft made a low pass over the distressed vessel, dropped a dewatering pump and disappeared into the foggy night. The Albatross, with its crew of six Coast Guardsmen, crashed sometime later that evening 22 miles east of Apalachicola, Fla. All six crewmembers perished. At the end of an exhaustive 13-day search, three of the men's bodies remained missing.

Lt. Clifford E. Hanna, Lt.j.g. Charles F. Shaw, AMT1 Ralph H. Studstill, AET1 Eckley M. Powlus, Jr., AET2 James B. Thompson and AET3 Arthur L. Wilson lost their lives while in the service of saving others.

Barnette was researching other maritime accidents in archived newspaper articles when he came across the Albatross 1240 incident.

"Having dived the wreck a few months prior, something just clicked and I started to investigate more thoroughly, which resulted in the identification," said Barnette. "It was quite exciting to stumble on the answer when I previously thought any identification would be unlikely after my initial exploration dive on the wreck."

Barnette provided the Coast Guard a precise position of the wreckage along with numerous photographs and documentation of months of research correlating the wreckage to the missing rescue plane.

Believing that Barnette's information would bring closure to the case, the Coast Guard enlisted the Florida State University Underwater Crime Scene Investigation dive team to validate the discovery of the aircraft and analyze the condition of the wreckage. The identity of the CGNR-1240 was confirmed, however, no remains or personal effects were found.

"It was great to answer some basic questions on this previously unidentified wreck," said Barnette. "For someone who spends a great

deal of time on the water, and who appreciates the service history and ongoing efforts of the U.S. Coast Guard, it was a wonderful but tragic discovery."

Recognizing the aircrew's dedication and sacrifice, the Foundation for Coast Guard History and the Coast Guard Aviation Association sponsored the placement of two bronze plaques to memorialize the crew of CGNR-1240.

One plaque was fixed on a monument at Air Station Clearwater during a memorial ceremony held by the air station. Coast Guard Seventh District Commander and "Ancient Albatross" (Senior Aviator) Rear Adm. David W. Kunkel presided over the ceremony. Family members of the deceased crew, and Congressman C.W. Bill Young also attended. The ceremony honored the six fallen flight-crewmembers and their bravery.

The second plaque was placed permanently attached to a marker at the underwater site. Coast Guard Cutter Joshua Appleby, homeported in St. Petersburg, lowered the plaque into the water at the site of the crash. Divers from Florida Fish and Wildlife Conservation Commission and FSU's Underwater Crime Scene Investigation dive teams then fixed the plaque to the site. Family members of the deceased crew watched the ceremony from aboard CGC Seahawk, homeported in Carrabelle, Fla. The Seahawk crew laid a wreath and rendered a 21-gun salute in honor of the fallen flight-crew.

"I told my brother I loved him today, I don't think I ever told him that when we were young," said Richard G. Powlus, brother of deceased AET1 Eckley M. Powlus, Jr.


"Today the Coast Guard showed great respect. I thought the ceremony was appropriate and showed concern and compassion, it gave closure to the family," said Powlus. 

Photo by Keith Miller, Florida Fish and Wildlife Conservation Commission



Lost at Sea

Story by William Thiesen, Atlantic Area historian

The storm swept in from the equator, along the Bahamas and up the Florida coast in September 1800. Devastating winds and towering waves threatened the American frigate *Insurgent*. Aboard the cutter *Scammel*, the crew jettisoned cannon and anchors in an effort to ride out the hurricane, and aboard the Revenue Cutter *Pickering*, a similar scene of bravery likely played out as Master Commandant Benjamin Hillar and his crew fought to save their ship in those deadly seas.

The storm was broad enough to engulf the warships even though each was carrying out a separate mission to help wage a war. Between 1798 and 1800, the United States and France were embroiled in the Quasi-War. Angered that the United States had remained neutral in its struggle with Great Britain, France issued letters of marque, papers permitting armed privateers to prey on American merchant vessels. The Revenue Cutter Service was called on to help battle the privateers.

The Treasury Department commissioned the Merrill Shipyard of Newburyport, Mass., to build the *Pickering*. Named in honor of then Secretary of State Timothy Pickering, the sleek two-masted cutter carried double headsails and double topsails fitted to each of its raked masts. This spread of canvas provided greater speed and would enable the cutter to catch the highly mobile privateers. *Pickering* also carried 14 cannons and had a crew of 70.

Hillar grew to be highly esteemed by the press, his superiors and his crew. In March 1800, the New England newspapers printed the following: "We learn, that complaints are made in the West Indies of our naval commanders lounging at St. Kitts; except Hillar, in the *Pickering*, who bears the reputation of an enterprising zealous officer."

Secretary of Navy Benjamin Stoddert was aware of Hillar's qualities, writing to

others, "The Commander is an active and enterprising man, and well qualified to do good Service." Stoddert wrote to Hillar, "The President is sensible of your merit, & will not be unmindful of it."

Hillar had established quite a reputation. Between early 1799 and the summer of 1800, the *Pickering* captured between 15 and

20 privateers and merchant vessels. They captured a French merchant vessel valued at \$100,000 (in 1799 dollars) and re-captured at least 10 merchant vessels the French had taken. The crew of the *Pickering* also captured at least five armed privateers, a few of which rivaled the fighting strength of *Pickering*.

The *Pickering's* battle with the privateer *l'Egypte Conquise* serves as a testament to the bravery of Hillar and his crew in the face of tremendous odds. In early October 1799, the French sent the most powerful privateer in the West Indies on a mission to capture *Pickering*. With between 14 and 18 nine-and-six-pound cannons and with a crew of

between 175 and 250 men, the privateer out-gunned and out-manned the *Pickering's* defenses. Termed by witnesses as "severe," the nine-hour battle occurred around Oct. 8, 1799. The battle finally concluded when the privateer struck its colors and surrendered.

After the deadly hurricane of September 1800 had moved on, only *Scammel*, however, and not *Pickering* survived to fight another day. The sudden disappearance of the *Pickering* caused rumors to spread in the papers that Hillar and his crew had been captured and massacred in a French takeover of Curacao, an island off the Venezuelan coast. This massacre never happened.

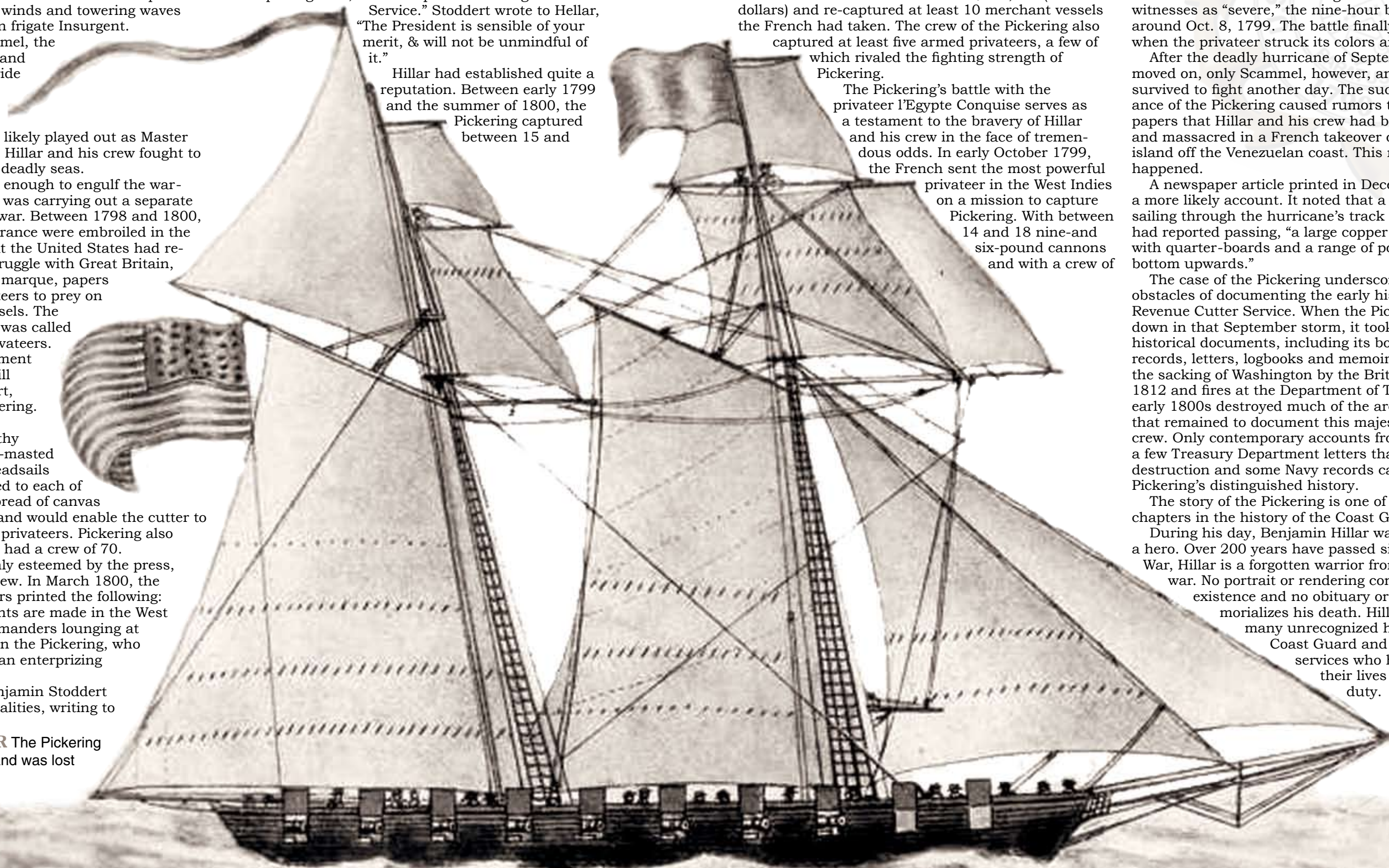
A newspaper article printed in December provided a more likely account. It noted that a merchant vessel sailing through the hurricane's track after the storm had reported passing, "a large copper-bottomed brig, with quarter-boards and a range of ports, was seen bottom upwards."

The case of the *Pickering* underscores the obstacles of documenting the early history of the Revenue Cutter Service. When the *Pickering* went down in that September storm, it took with it many historical documents, including its bookkeeping records, letters, logbooks and memoirs. In addition, the sacking of Washington by the British in the War of 1812 and fires at the Department of Treasury in the early 1800s destroyed much of the archival material that remained to document this majestic cutter and crew. Only contemporary accounts from newspapers, a few Treasury Department letters that survived destruction and some Navy records can trace the *Pickering's* distinguished history.

The story of the *Pickering* is one of many lost chapters in the history of the Coast Guard.

During his day, Benjamin Hillar was considered a hero. Over 200 years have passed since the Quasi War, Hillar is a forgotten warrior from a forgotten war. No portrait or rendering commemorates his existence and no obituary or grave stone memorializes his death. Hillar is one of the many unrecognized heroes from the Coast Guard and its predecessor services who have sacrificed their lives in the line of duty.

FORGOTTEN CUTTER The *Pickering* entered service in 1798 and was lost with all hands in 1800.



Looking Back:

A Veteran Remembers the First Steps to Racial Equality

Story and photos by
PA2 Christopher Evanson,
5th Dist.

The Coast Guard today is a mirror of the true American spirit and identity. Members proudly sport the blue and orange racing stripe as a badge of honor. The Coast Guard is culturally diverse, and offers an abundance of opportunities no matter one's race, gender, creed or religious beliefs. Some of the equipment is old, but the missions are as modern as ever, and members find a way to get the job done.

The Coast Guard of today is about as diverse as it can be. The Vice Commandant is a woman, the Commandant was raised by a chief and the head of household staff and operations at the White House is an African-American and soon-to-be retired Coast Guard flag officer who earned his stripes as a petty officer before attending officer candidate school.

But as the future looks promising, the past slowly fades into oblivion. The Coast Guard was not always the well of opportunity that it is today. The Coast Guard was once a by-product of the racially segregated ugly America that few people like to remember. As retired veterans perish by the day, one man still remembers his experience as a black man in a segregated Coast Guard -- a service then that was not full of opportunity and not consistent with the ideals of the present.

"I remember enlisting in 1942 in Harlem, N.Y., and after I took my oath, I was sent home," said retired BMCM Robert Hammond, 84, of Piscataway, N.J., "This is war time, why are they sending me home?" he asked himself.

"It hit me when the bus pulled up to the training center in Manhattan Beach, N.Y., why I was sent home initially; they needed enough blacks to field a company," he said. "My bus stopped at a barracks with only black men while all the buildings next to it had white men training; I will never forget it, we were called company 24."

In 1943, African-Americans in the Coast Guard were segregated, under-appreciated and their abilities squandered. After recruit training, most black Coast Guardsmen manned shore billets with menial tasking -- wasting during a time of war, while their white counterparts did their part in protecting America.

"I remember standing watch at my first duty station in Boston, and I stood it on a bridge," said Hammond.

If it wasn't standing watch on a bridge, the duty of

◀ **BEFORE AND AFTER** Retired BMCM Robert Hammond holds a photo of himself in Piscataway, N.J., March 29.



▲ **MEMORIES** BMCM Robert Hammond is pictured at his retirement ceremony in October 1963, as well as in a newspaper clip from earlier in his career of him studying in a library.

stewardship occupied his time. It was a steward who cleaned up after white officers and enlisted. Second-class citizens was one way to describe the Coast Guardsmen of color during one of the most significant wars in history.

Many questioned whether blacks had the same mental capabilities as whites. This ignorant view was commonplace at the time. A black machinist's mate or coxswain was unheard of, and the thought of it being any other way was unimaginable.

A young white officer by the name of Carlton Skinner would help pioneer racial equality for blacks in the Coast Guard, as the executive officer of the original CGC Northland. He first questioned the troubled racial environment of the Coast Guard when a black crewman serving as a steward saved the ship during a patrol when an engine died and rendered the ship useless at sea.

While none of the white mechanics could figure out how to repair the engine, a black man -- who was previously cracking eggs -- saved the patrol. The man eventually approached Skinner asking to be advanced to machinist's mate.

Having considered the request and aware of the man's reputation as a skilled and motivated mechanic, he submitted a recommendation for advancement. Skinner did not anticipate the response he was to receive: the crewman was black, and blacks were only permitted to be steward's mates.

Skinner then petitioned Coast Guard brass. According to historical documents located in Coast Guard archives, he was fearful that the safety of the country was being compromised by having capable yet under-utilized sailors stuck doing menial busy work ashore, when they were really needed underway.

At the time, when such radical thinking was



unusual, Coast Guard Commandant Russell R. Wae-sche gave Skinner the reins on a never-before tried social experiment within the sea services: desegregation.

In its massive arsenal of ships, the Navy owned a small little-used, German-built yacht, which had been converted into a weather patrol ship named the USS Sea Cloud in 1942. With little use for the vessel, the Navy leased the ship for one dollar to the Coast Guard. Skinner would command this ship as part of the experiment.

“When the experiment began, I was working at a Coast Guard receiving station in Boston, and heard the Coast Guard was asking for twenty volunteers,” said Hammond.

“I wanted to get the hell out of there so I volunteered, and I had no idea what it was for because we were not told,” he said. “We were simply told to pack our sea bags.”

When Hammond and the rest of the volunteers were met at the Sea Cloud pier, a chief warrant officer told them to prepare not only for sea but also some problems they should expect from the white crew.

“We were told that we were going to be called by every racial epithet that we knew, and at absolutely no time were we allowed to retaliate,” said Hammond.

The transition was hard and days were long during bitter cold weather patrols spanning from Boston to Greenland. Skinner and his crew were committed to the task. As blacks integrated with the white crews, tensions eased over time.

“In the beginning we were called names by some white crew members, but in the end we had their respect,” said Hammond.

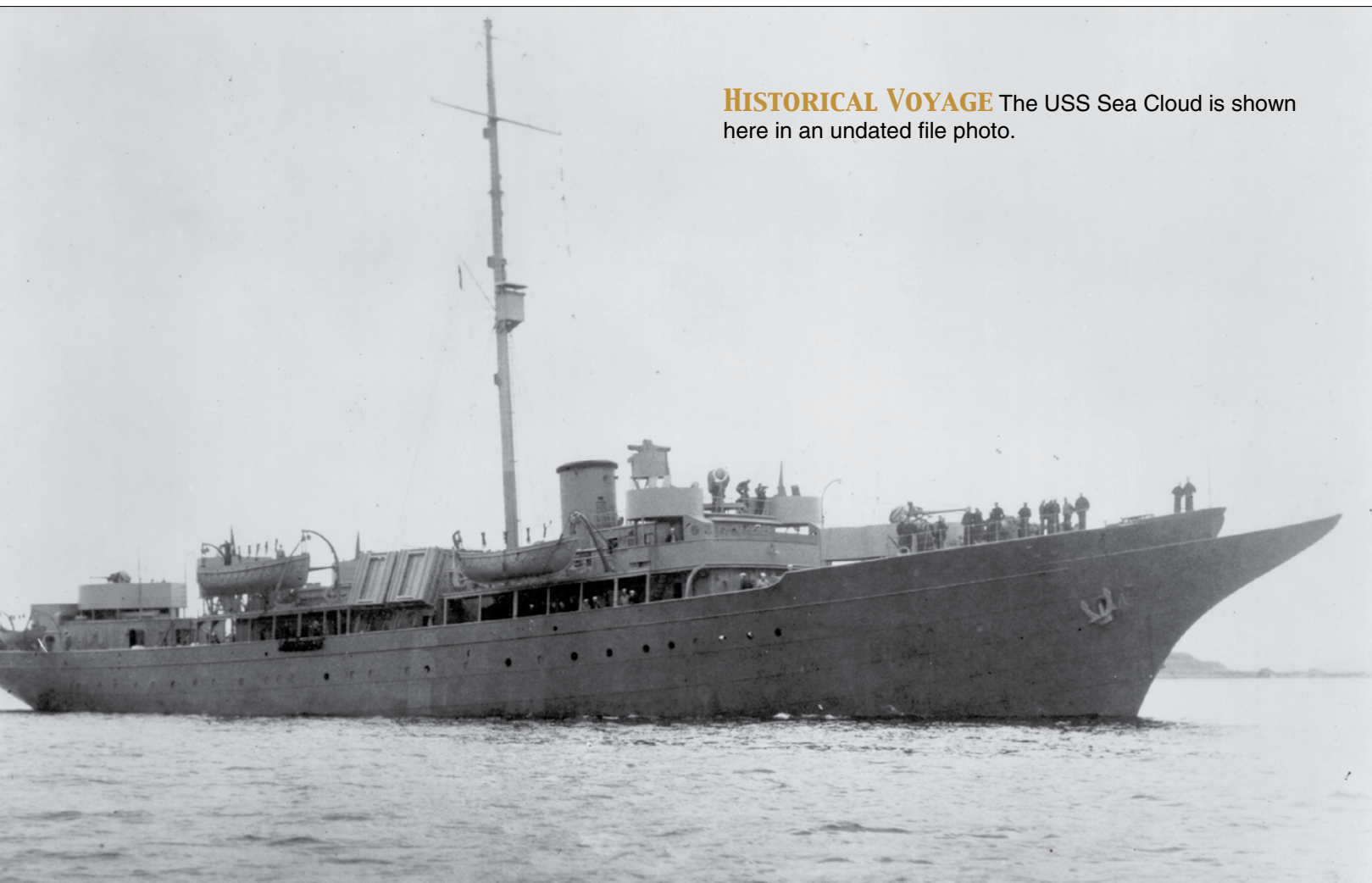
Black crewmen’s work habits and ability were invaluable amidst nasty weather and with little room to move about onboard. Skinner feverishly documented in his diary the progress between black and white crews which eventually became one.

In his observations, Skinner noticed very few differences between black and white crew members. He noted that blacks hated bad weather just as much as the whites. He observed that mind-numbing cold, bipolar waves and undesirable food helped unite his crew. According to the Coast Guard historical archives, Skinner documented that members overall were equally miserable underway. It taught them their similarities trumped their differences.

No man was better equipped to take on the responsibility of supervising and facilitating a racial experiment such as desegregating a cutter than Skinner,

“We were told that we were going to be called by every racial epithet that we knew, and at absolutely no time were we allowed to retaliate.”

Robert Hammond,
BMCN Retired



HISTORICAL VOYAGE The USS Sea Cloud is shown here in an undated file photo.

who served as a government official in Washington, D.C., prior to joining the service through officer candidate school.

As captain, Skinner treated all races the same, whether it was for recognition or disobedience. He gave blacks authority over whites as petty officers and chiefs if they proved qualified.

“Mr. Skinner was a very nice man and a very fair man,” said Hammond. “We were given an opportunity to strike any rate we wanted to.”

The experiment lasted little less than a year’s time, and soon the Sea Cloud was en route to a yard and its days as an active ship were numbered. But the mission proved successful, and the role of minorities in the Coast Guard would forever be changed. Skinner had made his point.

The irony of the vessel’s role in racial desegregation for the Coast Guard was that the ship was built in Nazi Germany, a society whose very values contradicted the value of racial integration. And for the cost of a cheeseburger, the Sea Cloud was more than worth the investment.


For two of the men associated with such a pivotal moment in Coast Guard history, success was on the horizon. Skinner left the Coast Guard after his commission was complete and was tasked by President Harry S. Truman to be the first governor of Guam after Japanese occupation had ended with the war. As for Hammond, he would enjoy a long illustrious Coast Guard career that saw him begin as a steward but end as a master chief boatswain’s mate. He retired in 1963 and remains active today within community veteran chapters.

As for the Coast Guard, history shows that it inaugurated one of the biggest changes in U.S. mili-



▲ **TURN THE PAGE** Retired BMCN Robert Hammond looks through a file of old photos and press clippings in Piscataway, N.J., March 29.

tary history: racial equality. Not long after, the Navy followed suit, and progressive change was in place.

Now the service is not only full of opportunities for African Americans, but for immigrants seeking U.S. citizenship and women as well. The USS Sea Cloud should forever be known as a baton for change, and willing players like Skinner and Hammond as important links in racial progress. 

USS Sea Cloud

The Coast Guard-manned USS Sea Cloud was originally built in Kiel, Germany as the four-masted bark Hussar for E. F. Hutton. The U.S. Ambassador to the Soviet Union, Joseph E. Davis, acquired it in 1935 and renamed it the Sea Cloud.

With the onset of war. The Navy announced on Jan. 7, 1942, that the “four-masted brigantine clipper had been chartered for one dollar per year by the Navy for use of the Coast Guard.”

The USS Sea Cloud arrived in Curtis Bay, Md, on Jan. 11, 1942. Here it underwent a conversion to a weather observation vessel at the Coast Guard Yard. It was commissioned a Coast Guard cutter on April 4, 1942, given the designation WPG-284 and assigned to the Eastern Sea


Frontier. Its permanent home-port was Boston.

Lt. Carlton Skinner, who first reported aboard as executive officer in November 1944 and took over command after his first weather patrol, oversaw an experiment in racial integration aboard the warship. He had sent a memorandum up the chain of command recommending an attempt to begin training African-American seamen in ratings other than the stewardsmate rating, at the time the only rating open to minorities. The Commandant approved Skinner’s request and started sending seamen apprentices aboard the Sea Cloud. Within a few months, there were over 50 African-Americans assigned to the Sea Cloud, including two officers. Skinner had requested no special treat-

ment or publicity and the Sea Cloud simply carried out her weather patrols like the other warships assigned to Task Force 24. Skinner reported no significant problems and the Sea Cloud passed two Atlantic Fleet inspections with no deficiencies.

The Sea Cloud was decommissioned on Nov. 4, 1944, at the Bethlehem Steel Atlantic Yard, East Boston, and returned to its owner, along with \$175,000 to convert it back to its pre-war appearance. The Sea Cloud was stricken from the Navy Vessel Register on Nov. 13, 1944.

For a first-person account written by Cmdr. Carlton Skinner about Racial Integration for Naval Efficiency on the USS Sea Cloud, go to the following address.

http://www.uscg.mil/hq/g-cp/history/Carlton_Skinner.html 

The Coast Guard trains crews how to keep safe while saving lives after an attack involving weapons of mass destruction

Protecting the Rescuers

**Story and Photo by
PA3 Jonathan Ciley, 11th Dist.**

An explosion sent ripples of radiation throughout the San Francisco region, leaving the city hazardous to human life. An identifiable orange helicopter slips through the ruined skyline. For the crew, this is no ordinary mission as they prepare to help civilians injured in the blast. When they arrive at their destination, they assist and evacuate the injured to a safe zone. With their respirators and semi-permeable dry-suits that the crews now wear, they are safe from the hazardous conditions. Without this equipment, the crew could not have survived the mission or rescued the injured.

This mission is only a scenario, merely a training exercise in the event this situation occurs, but it is ultimately necessary to help the Coast Guard prepare for a post weapon of mass destruction event.

September 2005, President Bush signed the National Strategy for Maritime Security, which mandates the "United States build rapid-reaction forces to support first responders with capabilities to respond to weapons of mass destruction and other terrorist incidents that occur in the maritime domain. (These forces) will be organized, trained, equipped and exercised to operate in contaminated environments and manage consequences of a weapon of mass destruction release."

New equipment has been researched by the Coast Guard Headquarters Office of Security and Defense Operations and is now being utilized to help the Coast Guard save lives, speed recovery and allow crews to operate in the event that a chemical agent from a WMD is released into the environment.

"For instance, if there was a chlorine tanker that ruptured, we could safely bring the crew back and


deliver them to an ambulance at the air station for decontamination," said Lt. Edward Aponte, a pilot for Air Station San Francisco.

"Initially the crew would have to escape a chemical or biological release," said Steve Ober, senior director for the Coast Guard Headquarters Office of Security and Defense Operations.

However by evaluating this new equipment and the missions the equipment will be used for, we will be able to determine if crews can still perform limited "extremis" search and rescue and urgent ports, waterways and coastal security missions or escape from the area after a chemical, biological or radiological release.

"Our goal is to provide adequate crew protection for a post WMD release, whether it's SAR or law enforcement," said Ober.

"The most important thing about this program is that it provides another service for our customers," said Aponte. "For instance if a dirty bomb were to go off, we could respond and extract survivors."

The Coast Guard's main mission is the safety of not only the American public, but the crews who perform the missions as well, and with the challenges of keeping up with the changing chemical, biological and radiological weapons of today's world, the Coast Guard is now trying to make the necessary advancements to help its crews stay safe while saving lives. 

► **AT THE READY** Crewmen from Air Station San Francisco conduct training with new weapons of mass destruction safety equipment Jan. 16.





Recruits see their futures

Story and Photo by PA3 Angelia Rorison, PADET New York

The CGC Bainbridge Island pulls up to a pier on a cold January morning at the Coast Guard Training Center in Cape May, N.J.

Once the mooring lines are secured by the crew, The cutter prepares for the arrival of a group of young recruits. The relaxed demeanor of the 18-member crew disappears as they stand a little taller, smooth the front of their uniforms and adjust their hats. Then they wait. Soon the sound of more than 60 pairs of boots marching in unison can be heard approaching the pier.

“Left face,” orders AETC Keith Schiaffino, lead company commander of Recruit Company D-176.

The recruits turn and face the crew of the Bainbridge Island.

During boot camp, recruit companies are regularly sponsored by an active-duty Coast Guardsman. The sponsor serves as a mentor for the company and meets with them during their training to answer questions about life in the Coast Guard. It is rare for a whole crew to sponsor a recruit company.

“This is such a tremendous chance to provide a true-to-life view of life on a cutter and what they will be expected to do when they get there,” said Lt. Michael Sinclair, commanding officer of the CGC Bainbridge Island, a 110-foot Island Class patrol boat.

In groups of 10, each recruit came aboard, saluted the

ensign and commanding officer and requested permission to come aboard.

Once aboard, the recruits went to different stations manned by the crew and learned about life on a cutter.

At the first station, three members of the crew greeted the recruits and explained weapons and self defense techniques used during law enforcement operations.

“It was so different from anything I’ve ever seen,” said SR Ryan Brogan, a D-176 recruit, now stationed on the CGC Grand Isle.

Brogan appreciated the lessons learned when he met with the crew of the Bainbridge Island.

“The sponsorship helped me a lot,” said Brogan. “Over all, it gave me knowledge that I didn’t know and helped me get into the mix of things quickly with my fellow crewmembers.”

When the recruits first arrived they were quiet and reserved. This changed once they sat down to have lunch and heard the laughter of the crew and saw the camaraderie between shipmates.

“There is such good companionship from the crew, they made me feel so welcomed,” said SR Richard Marquez Jr., a D-176 recruit now stationed on the CGC Hollyhock.

The recruits listened attentively to the stories and advice given by the crew.

“I think that we broadened their horizons,” said Sinclair. “They

normally wouldn’t be exposed to a boat or real life experience and it gives them a huge leg up.”

After the recruits devoured their steaks, the sound-powered phone in the galley rang. The message: a fire drill in the engine room. The recruits dressed in full firefighting gear and practiced extinguishing fires. Each recruit was assigned to a crewmember who showed them how to battle a fire.

The recruits had barely enough time to catch their breaths before the next drill began. A voice boomed over the ship’s speakers to begin an abandon ship drill.

Afterward, the crew tossed neoprene survival suits on the deck. The recruits squeezed into the suits and jumped into the cold water. Under close supervision of the boat’s rescue swimmer, the recruits practiced their open water survival techniques.

The recruits left the Bainbridge Island filled with excited conversations of the day’s events.

“They looked so nervous in the beginning,” said SN Charles Funderburg, a Bainbridge Island crewmember. “They settled down though, and I think they learned a lot.”

However, the recruits were not the only ones to benefit from this experience.

“It was beneficial to the crew to interact with the recruits, it was like seeing water behind a dam,” said Sinclair. “They are filled with so much potential.”

◀ **EYES IN THE BOAT** AETC Kieth Schiaffino goes through the plan of the day with recruit company D-176 before they board the CGC Bainbridge Island, in Cape May, N.J., Jan. 12.



Photo by PAC Tom Sperduto, PADET New York

Wanted

Story by PA3 Seth Johnson, PADET New York

Manny Puri is number two on an America’s Most Wanted list.

Puri, a reservist with Coast Guard Investigative Service and full time Deputy U.S. Marshal with the New York and New Jersey Regional Fugitive Task Force, was nominated as one of eight finalists in Fox Network’s “America’s Most Wanted” All-star contest.

America’s Most Wanted viewers voted Puri second place in a national competition for the nation’s top emergency responders.

Puri is humble about his job, but authoritative in appearance. He wears a neatly trimmed goatee, shaves his head and is powerfully built. With his subtle New York accent, Puri seems to embody the city’s law enforcement officers seen in movies and television.

“Manny is a great role model, phenomenal investigator and he is cut from a different mold,” said Dennis Munchel, a fellow Deputy U.S. Marshal and member of the Coast Guard Reserves.

Puri speaks modestly about his recognition on America’s Most Wanted.

“Friends of mine nominated me without telling me. I thought they were joking at first,” he said.

However, the fugitives Puri hunts down are no laughing matter.

As a marshal, Puri has apprehended many high profile criminals including murderers, rapists and sexual predators.

When the conversation turns to the fugitives he targets, his tone is poised.

“We go after the worst of the worst,” he said.

Ralph “Bucky” Phillips and Thomas Porter are two of the fugitives Puri has captured while working with America’s Most Wanted. Both men were wanted for murdering police officers.

In the beginning of May, Puri was arresting a fugitive who had a warrant out for his arrest. When Puri and his partners approached the man’s door they discovered it was barricaded from the inside.

“We were forced to go in through a side door,” said

Puri. “As we came in, the guy jumped out of a two-story window in his underwear right over the head of a DEA agent. We had to chase him two blocks to tackle him.”

Puri became a federal marshal in 1996 after spending four years on active duty in the Coast Guard.

While on active duty, Puri was assigned to Stations New York and Jones Beach and qualified as a boat crewman, a boarding team member and a boarding officer.

Puri’s advice to Coast Guard members seeking a career in law enforcement is simple. Based on his 18 years of experience, he said studying and hard work are the keys to success.

“Get your degree and use tuition assistance while in the Coast Guard,” said Puri. “Take every opportunity to get as much training as you can. You are doing law enforcement whether you are on a TACLET or doing a safety boarding. It’s the experience that counts.”

Puri strongly recommends people to take their Coast Guard experience to the next level by actively seeking out and volunteering for training, classes and schooling.

“You aren’t going to get the experience if you just sit around and wait for one boarding a month to come through,” he said. “Put yourself into positions where you are going to put your skills to good use.”

Puri has one more piece of advice: if a person is looking into law enforcement as a career, stay ahead of the curve.

“Take every police test you can early,” he said. “Don’t wait until the last minute. It can take several years to get a federal job.”

Staying ahead of the curve has given Puri an advantage. From safety boardings to kicking in doors and hunting down America’s Most Wanted criminals, Puri has taken all of his law enforcement training and experience and combined it with his own initiative and motivation to be voted one of America’s top cops.



COGAP Back on Track

Story by Tara Jennings-May

After a year-long hiatus, the Coast Guard Art Program is back on active duty, poised to take on new initiatives. These will emphasize getting more art out to public venues, deploying artists on select Coast Guard missions and expanding the program's base of support.

"Our program is a powerful external outreach tool that, through the compelling medium of art, tells the story of our service," stated the program's coordinator, Mary Ann Bader. "COGAP promotes the Coast Guard to the public and fosters support of our missions and people in the communities where they serve. It also demonstrates to senior officials in government and other military services our contribution to national security and the range of our missions."

In the last three years, COGAP coordinated more than 120 exhibitions, displays and loans involving over a thousand paintings from the more than 1,800 works in the collection. While many were on view at Headquarters and units, Coast Guard art has been exhibited throughout the country in museums and memorials and in the offices of senior government officials and members of Congress. COGAP art is even on view overseas in

Europe and the Middle East as part of the State Department's Art in Embassies Program.

"In the U.S., one of the most frequented spots displaying Coast Guard art is the House Barber Shop on Capitol Hill," noted Bader. "The shop is visited annually by thousands of tourists who come in to look at the art and other memorabilia."

Public venues offer higher visibility due to the larger audiences they provide as compared with most internal Coast Guard settings, so the program will focus on increasing displays in museums, historical societies as well as significant government locations. Units are encouraged to look for local venues, providing an opportunity to bring art to their communities.

Some Coast Guard sites are highly effective venues, such as the offices of senior leadership or areas of units that enjoy high traffic.

In terms of external outreach, some exhibitions slated for the near future include one at the Navy Memorial in Washington, D.C., to mark the Coast Guard's birthday in August. Several pieces will remain for a year and be rotated with new art in 2008. The memorial has over 200,000 visitors annually.

The program is also working with

Pentagon staff to install COGAP works in a newly-refurbished corridor in the Office of the Secretary of the Navy. A military library located in the Chicago Loop also may host a show, said Bader. Other plans include a spring 2008 show of military art in St. Augustine, Fla.

In order to fill in under-represented missions in the collection or record future events of historic note, artists will be increasingly sent on mission.

"Last year, we sent COGAP artist Chris Demarest to Bahrain where he stayed with Coast Guard crews for two weeks to visually document the daily activities of personnel of Patrol Boat Forces Southwest Asia," said Bader. "Based on that experience, he created nine pieces, several which vividly portray our people at work."

Such deployments ensure that COGAP grows in a way that covers the scope of Coast Guard missions and will offer hands-on experiences for the artists, making the program more attractive to them.

"When you deploy, there's nothing like it – it heightens your involvement and commitment. Deployments give you a better sense of Coast Guard missions and you get to really know the crew and

experience the event along with them," said Karen Loew, the chair of the Coast Guard Committee of the New York-based Salmagundi Club, which co-sponsors COGAP.

The program also will look to expand its base of support by establishing or reinvigorating relationships with other artist societies by seeking ways in which such societies can help recruit new members and provide administrative assistance.

COGAP was co-founded in the early 1980s by Jim Ward, then chief of Coast Guard Community Relations, and the late George Gray, an artist active for more than seven decades. Gray served as its chairman and champion for more than 20 years.

To become COGAP members, artists submit samples of their work to Tom Picard, the vice-chair of the COGAP Committee. The applications are reviewed and those artists accepted can submit samples of work in the beginning of each year for potential acceptance

into the Coast Guard collection. These submissions are juried by both the Salmagundi Club's Excellence Committee and the Coast Guard.

"Being a member of COGAP is very important to me, because it is a special way to support the Coast Guard by helping boost morale and by recording history," emphasized Loew. "I believe we are all given a gift, a talent, and this is one of the best ways to use my artistic gift ... It is humbling to meet the courageous men and women of this armed service, knowing they may give their life in this calling."

Artists may either produce works on their own initiative or the Coast Guard will request specific pieces. "Wherever I go, I try to stop at a Coast Guard installation to look for something that would be an interesting painting," said artist Tom Austin. During one of those visits he happened to spot a Coast Guard crew performing buoy maintenance. The resulting work he created was accepted into the

collection.

COGAP attracts artists from all walks of life. For instance, Austin's multi-faceted career includes song writing and his Top 40 hit, "Short Shorts." Demarest, who deployed to Bahrain, is a recognized author-illustrator of children's books and a member of the Coast Guard Auxiliary.

Many artists are drawn to COGAP because of a lifelong love of boating; others have a family with military history. Whatever the reason for their involvement, these artists share a common characteristic: patriotism, with a high regard for the service.

To get information on arranging exhibits, hosting a COGAP artist or to submit suggestions on possible deployments and subjects to be depicted, units are encouraged to contact Mary Ann Bader at mary.a.bader@uscg.mil. To see some of the collection on-line, visit the program's website at www.uscg.mil/art or Visual Imagery's website at <http://cgvi.uscg.mil>.

Work and play find common ground

Story by Tara Jennings-May

Lt. Rodney G. Martinez is the only COGAP artist who is active duty Coast Guard. The lieutenant has been involved with COGAP since 2005, when his painting, "Majestic Mission: Alaska," was accepted into the collection.

"COGAP is a great way to capture history," said Martinez. "We're in a unique moment in Coast Guard history – people are the most important part of this organization. Capturing the art in their day to day operations means keeping up the tradition of historically documenting the vibrancy of our missions."

The re-energizing of COGAP with the new focus on deploying artists to cover Coast Guard operations reminds Martinez of the role that combat artists played in World War I and II, when artists were sent out to document what became history.

Martinez prepared his own COGAP piece by working from a photo while stationed at Headquarters. When he transferred to Pensacola, Fla., he was encouraged by his command to submit it to COGAP.

Now working in Sector Seattle's command center, Martinez continues to mesh his work and art. As the Navy liaison for the sector, he interacts with the commander of Navy Region Northwest, Rear Adm. William French. Martinez presented a painting of the barge the admiral uses for ceremonial events as a gift to the sector. He is now painting a portrait of retired Coast Guard Cmdr. Raymond Evans, who received the Navy Cross for his heroic efforts alongside SM1 Douglas Munro. The painting will be for the sector's new

Ray Evans Building.

Martinez cites his commanding and deputy commanding officers for being very supportive of his involvement in COGAP. "They really see the value of the art program," he said. "There are people who really want art to be part of the Coast Guard and see it as an important part of our organization's history."

He has devoted over a decade to oil painting, training under various professional artists. With a busy household that includes his wife, three children and mother-in-law, he describes it "almost like a meditation to sit at my canvas."

Meanwhile, Martinez is looking forward to his own future deployments, where he hopes to continue portraying the service's missions in art.



River Runner

Story by PA2 Kelly Turner, USCGR

The ability to communicate efficiently with agency partners is crucial to the success of Coast Guard missions. Sector Ohio Valley along with other agencies and local authorities, including Escambia County Sheriff's Office in Florida, Posey County Sheriff's Office in Indiana, and the U.S. Army Corps of Engineers are a prime example of the importance and effectiveness of interagency partnerships. The cooperation and diligence of these agencies led to the capture of a sexual offender who was on the run from Florida authorities for four months.

In early February, 63-year-old Gary Frederick Gray of Pensacola, Fla., fled a court hearing where he plead guilty to lascivious molestation of a child 12 years or younger, which carried a prison term of 13 years and 10 years of probation. He cut off his home detention bracelet, which allowed authorities to track him, and disappeared.

Deputy Mike Carr from the Escambia County, Fla. Sheriff's Office placed a call April 28 to Sector Ohio Valley in Louisville, Ky, urging them to be on the lookout in their area for Gray.

Based on Escambia County police information, Gray was evading authorities by kayaking on the inland rivers, making his way from Pensacola, Fla., to Pittsburgh, Penn. Carr reported that Gray was expected to be armed and dangerous and was last seen April 3, on the Tennessee River in the vicinity of Pickwick Lock and Dam.

Sector Ohio Valley immediately contacted the USACE locks on the Tennessee, Cumberland and Ohio rivers alerting them to the situation and giving them a thorough description of Gray and his kayak. The Coast Guard partnering with the USACE, requested that mariners transiting through the lower pool report any sightings of a kayaker to the Sector Ohio Valley Command Center.

During the morning of April 29, a USACE lock operator in Posey County, Ind., contacted Sector Ohio Valley reporting a kayak matching the description of Gray's kayak approaching the lock. Sector Ohio Valley watchstander, OS2 Robert Langley, instructed the lock operator to stall the lockage and call 911, allowing local authorities time to arrive. Shortly thereafter, Sheriff James Folz from the Posey County Sheriff's Office reported Gray was in custody.

"Without the help of the U.S Coast Guard, the arrest would not have happened," says Folz. "The waterways are large and without the Coast Guard's communications with all the local, state and federal

agencies, finding him may not have been as easily accomplished."

Deputy Mike Carr, from Escambia County Sheriff's Office said, "Every agency, especially the Coast Guard, went above and beyond what we expected."

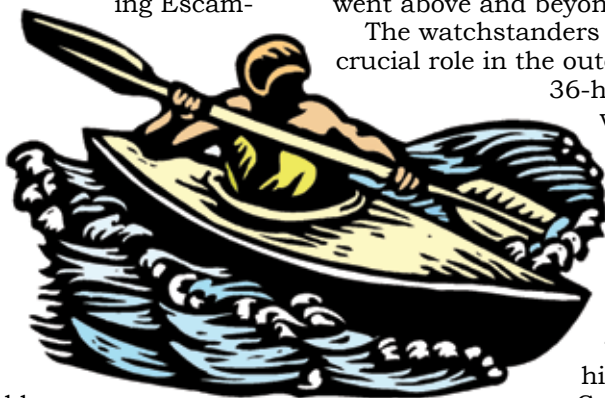
The watchstanders at Sector Ohio Valley played a crucial role in the outcome of this case. Over a

36-hour time frame and three watches, every local, state and federal agency was notified.

"The watchstanders on every watch did an outstanding job," said Langley. "We were able to contact everyone, including every mariner and marina on the water. There was no place for him to hide."

Gray will be extradited back to

Escambia County where he'll be facing the charges against him, as well as charges dealing with his attempt to elude law enforcement officials.



Coast Guard SUDOKU

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Fill in the blank spaces in the grid so that every vertical column, every horizontal row and every 3 x 3 box contains the letters C-O-A-S-T-G-U-R-D, without repeating any. The solved puzzle can be found in the online version of Coast Guard Magazine at www.uscg.mil/magazine.

International Training Division

Story by ITD Staff

Staff assignments are boring?

Not if you are at Training Center Yorktown's International Training Division. ITD Mobile Training Teams are often on the leading edge of the Global War on Terrorism. In this capacity they recently have conducted training in the Republic of Georgia, Kazakhstan, Solomon Islands, Papua New Guinea, Sierra Leone, Brazil, Peru, Tanzania, Yemen and Djibouti. The 20 officers and 34 enlisted of the ITD are always ready to teach in conditions as varied as countries just emerging from civil wars, underway on the Caspian Sea or in the ornate buildings of NATO partner Portugal, in view of where Vasco Da Gama set sail for the Indies.

Instructors are scheduled for 185 days abroad each year in support of ITD engagements with up to 70 countries annually. Enlisted members receive Special Duty Assignment Pay. In recent joint deployments with the Navy, ITD members have earned sea time while conducting training with numerous Caribbean nations. Staff who qualify on the Defense Language Proficiency test in a target language can also earn interpreter pay.

Knowing a foreign language is a great benefit, but not a requirement for assignment to ITD. A requirement is a willingness to work with, respect and understand other cultures. ITD members get special training on cultural awareness and force protection.

The most memorable training is the survival driving course. Here students get to test high speed slaloming, driving through road

blocks and close quarters driving techniques while learning to avoid accidents, ambushes and insurgents. When not deployed, ITD staff take full advantage of the training opportunities available in Yorktown.

This May, Capt. Anne T. Ewalt, commanding officer of Training Center Yorktown, joined the ITD for the opening of a two-week Advanced Small Boat Operations Course in the newly independent Republic of Montenegro. When not participating in the training, Ewalt met with Montenegrin military, customs, marine safety and border police personnel to better understand their challenges and training needs. As a Balkan crossroads between Europe and Asia,

Montenegro offers a rugged terrain and coastline attractive to smugglers in everything from cigarettes and migrants to pre-cursor materials for WMD. The ITD is the Coast Guard's instrument of U.S. foreign policy to help nation like Montenegro better secure their borders, helping them deny terrorists the funding, tools and opportunities needed to carry out attacks. By improving partner nations' port security capabilities, ITD increases the security of cargoes bound for the U.S.

If the opportunity to see the world, while making it safer in the process, appeals to you, then contact the ITD at <http://www.uscg.mil/tcyorktown/international/itd/index.shtml>.



► **CHILLIN' IN CHILE** Lt. Nelson Santiago, International Training Division Yorktown, Va., gives law enforcement training to the Chilean Coast Guard on the Chilean Coast Guard Cutter Ortiz near Mejillones, Chile on July 26, 2006.



1,109,310 SAVED AND COUNTING ...

As we celebrate the Coast Guard's 217th birthday on August 4, we can also celebrate the 1,109,310 lives saved since 1790.

Calculated by the Coast Guard's Historian Office through research of logs and records throughout our service's various stages of development, this milestone offers us a moment to celebrate our rich history, reflect on our past and focus on our future.

The Coast Guard's unique legacy as America's life-saver and maritime guardian evolved from the selfless courage and unflinching determination of our team of diverse, multi-competent, multi-mission Coasties, whether active duty, reserve, civilian or auxiliary.

The Coast Guard has saved ...

... more people than the population of Rhode Island.

... more people than the Coast Guard multiplied 27 times.

... more people than can fill 373 Fantasy Class cruise ships, such as those used to house Hurricane Katrina victims.

Top Coast Guard Rescues

Hurricane Katrina

Search and rescue operations alone saved 24,135 lives from imminent danger, usually off the roofs of the victims' homes as flood waters lapped at their feet.

Prinsendam Rescue

A fire broke out on the Dutch cruise vessel Prinsendam off Ketchikan, Alaska, on Oct. 4, 1980. The Prinsendam was 130 miles from the nearest airstrip. The cruise ship's captain ordered the ship abandoned and the passengers, many elderly, left the ship in the lifeboats. Coast Guard and Canadian helicopters and the cutters Boutwell, Mellon and Woodrush responded in concert with other vessels in the area rescued all 520 passengers and crew without loss of life or serious injury.

Dorchester Rescue

On Feb. 3, 1943, the torpedoing of the transport Dorchester off the coast of Greenland saw cutters Comanche and Escanaba respond. The frigid water gave the survivors only minutes to live in the cold North Atlantic. With this in mind, the crew of the Escanaba used a new rescue technique when pulling survivors from the water. This "retriever" technique

used swimmers clad in wet suits to swim to victims in the water and secure a line to them so they could be hauled onto the ship.

Joshua James and the Hull Life Saving Station

Over the two-day period of Nov. 25-26, 1888, Keeper Joshua James and his crew rescued 28 people from five different vessels during a great storm. James and his crew conducted differing types of rescues which included the employment of the beach apparatus and rescue by boat.

The Priscilla Rescue

On Aug. 18, 1899, Surfman Rasmus S. Midgett rescued 10 men without assistance from the barkentine Priscilla. During the rescue, Midgett went into the water and carried three men, who were too weak to move on their own, to the safety of the beach.

Keeper George N. Gray and the Charlotte Life Saving Station - Dec. 14-15, 1902

Over the course of a day and a half, the crew rowed for nearly 60 miles, frostbitten and covered in ice, to rescue four men and one woman from the wreck of the schooner John R. Noyes.

The Historian's Office has compiled a list of the top ten rescues in our history. The full list can be found at <http://www.piersystem.com/go/doc/786/166402/>.

"The research shows that the common thread binding us together for 217 years is the pure, unselfish heroism of our people."

Rear Adm. Mary Landry,
Director of Governmental and Public Affairs

Whether providing sustenance, maintaining records, ensuring safety at sea or enforcing federal laws - everyone contributes to the mission.



Saving lives since 1790

You are a Lifesaver



DOG TEAM BM1 Anthony Ross of MSST San Francisco stands on a ferry pier with his dog Chiquita waiting to sweep a vessel. Security teams from all over the West Coast were brought to San Francisco for the week of events building up to the 2007 All Star Game at AT&T Park.

Photo by CWO2 Scott Epperson,
PADET Los Angeles

